

AN ENGLISH FARMER
IN CANADA

HERBERT GRANGE

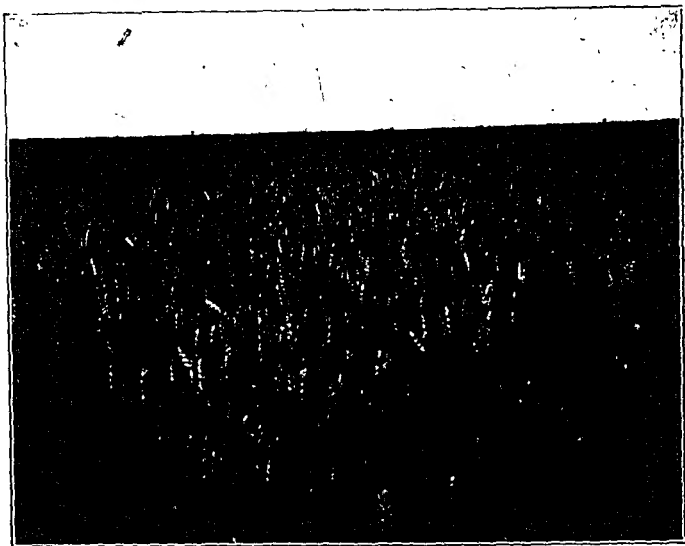
ret 3/6

426

Car. Grange, Herbert
(4)



AN ENGLISH FARMER IN CANADA
AND A VISIT TO THE STATES



FARMING: A WHEAT FIELD IN MANITOBA

(See page 95)



LUMBER BEING FLOATED DOWN THE RIVER ASSINIBOIA

(See page 47)



COAL MINING FROM THE BANKS OF THE RIVER SASKATCHEWAN
(See page 66)



THE SALMON FISHING FLEET IN THE GEORGIAN BAY, B.C.
(See page 84)

AN
ENGLISH FARMER
IN CANADA
AND A VISIT TO THE STATES

BEING NOTES AND OBSERVATIONS BY A PRACTICAL
FARMER AND COMMERCIAL MAN ON CANADA AS A
FIELD FOR BRITISH CAPITAL AND LABOUR

BY
HERBERT GRANGE

WITH FIFTY-FIVE ILLUSTRATIONS FROM PHOTOGRAPHS
BY THE AUTHOR, AND A MAP

LONDON
BLACKIE & SON, LIMITED, 50 OLD BAILEY, E.C.
GLASGOW DUBLIN AND BOMBAY

1904



INTRODUCTION

IN the following pages the author has endeavoured to give a faithful picture of the present condition and future prospects of Canada, Britain's Premier Colony. As a practical farmer he made it his business to investigate during an extended tour through the Dominion its agricultural possibilities, from the Atlantic to the Pacific Ocean.

It has been his object to fully describe the essential difference between farming in this country and in Canada, and he trusts that his hints will prove of solid help to those who would live by the plough in this portion of Britain over the seas. He has endeavoured to convey a fair idea of the great opportunities that the vast natural resources of Canada offer to the man capable of working with both hand and brain.

At the same time he has tried to make it clear that Canada is no country for the sluggard and trifler. Grit, by which is meant the capacity of working steadily, doggedly, and perseveringly till success is attained, is as necessary in Canada as in any other part of the world for those who would succeed. But as he has said in these pages: "For those with good health, who are fond of outdoor employment, capable, and mean business, the opportunities presented in Canada are greater than in England."

To state broad facts in a concise form has been the author's aim throughout. He has avoided all unnecessary and vexatious statistics, and, although it was obviously impossible to entirely eliminate figures, he has reduced the use of these to a minimum. In concluding this preface he wishes to express his indebtedness to Mr. William C. Edgar, of Minneapolis, for some interesting facts and figures respecting the Canadian North-West in his recently published *Story of a Grain of Wheat*.

CONTENTS

CHAPTER I

	PAGE
Going up the St. Lawrence—Montreal—Ottawa: its lumber trade—Toronto: a contrast with Montreal—Niagara—Buffalo—Toronto on Dominion Day	I

CHAPTER II

Loyalty of the province of Ontario to the Empire—The preferential policy—From Owen Sound through the great lakes to Fort William—The lake trade—The five mammoth C.P.R. elevators at Fort William—Winnipeg: its rapid growth	15
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----

CHAPTER III

The wheat-producing capacity of Western Canada: yields of recent years—American wheat-yields and a comparison—Damage to wheat by frost—Large movement of American farmers into Western Canada—The great boom of twenty years ago: the slump: the recovery	23
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----

CHAPTER IV

The price of agricultural labour—Mode of culture—Breaking—Seeding—Harvesting—Conditions under which free grants are made—Marketing—Inspecting and certificating the grain—Portage la Prairie—Carbery—Brandon	36
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----

CHAPTER V

PAGE

The Indian home at Brandon—Brief history of the Sioux Indians—Treatment of the Indians by the Canadian Government—The Indian as a workman—Indian superstition	49
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----

CHAPTER VI

Whitewood—Broadview—Indian Head—Regina—Fertility of Regina district—Grain rates from Western points to Fort William—The ranching district of Western Assiniboia and Southern Alberta	53
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----

CHAPTER VII

First glimpse of the Rockies—Dr. Fry's school farm at Red Deer—The mixed farming district of Northern Alberta—Strathcona and Edmonton—The Peace River district and the Chinook winds—The coal-fields west of Edmonton—Individual capitalists <i>versus</i> syndicates—The wrong and the right class of settlers—American syndicates—The North-West Mounted Police—Indian races and sports	60
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----

CHAPTER VIII

Banff (hot springs): the National Park—Laggan and Lakes in the Clouds—Forest fires—A landslip—The large trees of British Columbia—The salmon fisheries near Vancouver—The Kootenay mining district—The disaster which destroyed the town of Frank in April, 1903.	74
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----

CONTENTS

ix

CHAPTER IX

PAGE

- Aridity of Southern Alberta—Back in Manitoba : the ripening of the grain and commencement of harvest—The probable effect that Mr. Chamberlain's preferential scheme would have on the settlement of Western Canada—Openings for settlers, viz. (a) those with small capital, (b) those with large capital ; knowledge required 92

CHAPTER X

- Crossing the border to the United States—St. Paul and Minneapolis : the latter's big flour mills—St. Louis—The Arcadia Valley, Missouri—Pilot Nob Fort during the Civil War 102

CHAPTER XI

- Chicago : the greatest grain market in the world : Armour and Co.—Washington : the White House—New York : its sky-scrapers, elevated railways, the yacht races—Some impressions : should be more intercourse between British Canadians and Americans—Some Canadian and American customs—Railway travelling here and there : a comparison—Hints to intending settlers 111

CHAPTER XII

- Canada and its future—Some thoughts suggested by travel . . 136

LIST OF ILLUSTRATIONS

Farming : A Wheat Field in Manitoba . . .	} <i>Frontispiece</i>	
Lumber being floated down the River Assiniboia . . .		
Coal Mining from the Banks of the River Saskatchewan . . .		
Salmon Fishing in the Georgian Bay, B.C. . .		
St. Jean Baptiste Day, Montreal : Unveiling a Statue . . .		FACE PAGE
The Dominion Houses of Parliament, Ottawa . . .		8
Library of the Houses of Parliament . . .		8
A Lumber Yard, Ottawa . . .		12
Niagara : The Horse-shoe Falls from above . . .		12
Niagara : The Canadian Falls . . .		16
Niagara : The American Falls . . .		16
The largest Grain Elevator in the World, situated at Fort William . . .		18
Shipping Grain at Fort William for Europe . . .		18
Yonge Street, Toronto, on Dominion Day . . .		24
Cargo Ship, built in England, passing through the Lock at Sault Ste. Marie . . .		24
Main Street, Winnipeg . . .		32
Remnant of old "Fort Garry," Winnipeg : The Gateway . . .		32
Giving Indian Girls a Drive . . .		40
Orange Day in Western Canada : Procession at Whitewood . . .		48
Orange Day in Western Canada : Sports at Whitewood : A Driving Competition . . .		48

LIST OF ILLUSTRATIONS xi

	FACE PAGE
Ploughing in Western Canada : Breaking up the Prairie .	56
The Town of Calgary : an important Ranching District .	56
A Settler's Homestead, Western Canada	60
A Settler's House, Western Canada	60
Dr. Fry's School Farm (front view of house) at Red Deer .	64
Dr. Fry's School Farm (side view of house) at Red Deer .	64
Dr. Fry's School Farm (some of the outbuildings) at Red Deer	70
American Settlers from Montana passing through Calgary to Red Deer	70
An Indian Camp	74
A Colonist talking with Indians	74
A Rocky Mountain Scene near Banff	76
A Rocky Mountain Scene from the Bow River near Banff .	78
The Canadian Pacific Railway Co.'s Hotel at Banff . . .	80
A Buffalo	80
Lake Louise, Lakes in the Clouds	88
Lake Agnes, Lakes in the Clouds	88
A Mountain Torrent near Laggan	96
The Illecillewaet Glacier, Glacier House	96
A Snow-shed in the Selkirks	104
The Principal Street in Vancouver, B.C.	104
One of the Large Trees of British Columbia	112
Cable Bridge over the Capilano Canyon, near North Vancouver	118
A Typical Scene near North Vancouver, B.C.	118
A Typical Forest Scene in British Columbia, showing the ravage by fire and wind	120
Large Lumber Mills at Vancouver, B.C. (section 1) . . .	122
Large Lumber Mills, Vancouver, B.C. (section 2) . . .	122

xii LIST OF ILLUSTRATIONS

	FACE PAGE
Chinese Quarters at the Salmon-canning Town of Stevenston, near Vancouver, B.C.	124
Provincial Parliamentary Buildings, Victoria, B.C.	128
Destruction by fire of large Lumber Mills at Harrison River, B.C.	128
Farmhouse in Manitoba : Hope Farm, near Morris, belonging to Mr. W. Martin, of Winnipeg	136
A Field of Barley in shocks, Manitoba	136
Morris : a Typical Settlement in Southern Manitoba	142
Pillsbury "A" Flour Mill, the largest in the world	144
Some of the New York Sky-scrappers from the Harbour	144
The Flat-iron Building, New York	148
MAP OF CANADIAN PACIFIC RAILWAY	<i>End of book</i>

AN ENGLISH FARMER IN CANADA

AND A VISIT TO THE STATES

CHAPTER I

Going up the St. Lawrence—Montreal—Ottawa : its lumber trade—Toronto : a contrast with Montreal—Niagara—Buffalo—Toronto on Dominion Day.

BUSINESS and pleasure combined led me to visit Canada during the summer of 1903. I was enabled to indulge in many little excursions of investigation and to note features that perhaps a less practical man would have passed over. It is in the hope that my observations may interest readers not acquainted with the colony that this little work has been written.

Of the voyage across the Atlantic it is scarcely necessary to speak. Its features, varying little from time to time, have frequently

been described, and happy indeed is the writer who can impart to his accounts of the well-worn experiences a fresh aspect. Commence we then with the arrival of the steamer off the island of Anticosti in the Gulf of St. Lawrence. On entering the St. Lawrence River, the traveller from England can scarcely fail to be struck with the quaint little houses, so typical of the French Canadian, which dot each side of the river, for this it may be remembered is the French part of Canada. At Rimouski, where the steamer first halts, the mails are discharged, this being the delivery and collecting station going and returning. And so we come to Quebec. It is a quaint old city, typically French, the majority of whose inhabitants are Roman Catholics. Here the emigrants from Europe during the summer months land and gain their first experience of a country which must be as strange to them as the shores of the New World were to the followers of Christopher Columbus. The city is rich in historical associations, and among other things it may be noted that here Wolfe fell mortally wounded when the British

defeated the French on the Plains of Abraham. There is also the shrine of St. Anne, which attracts Roman Catholic worshippers from all parts. The town, generally speaking, has a curiously old-world appearance, to which the narrow streets, irregular buildings, and cobbled paving materially contribute.

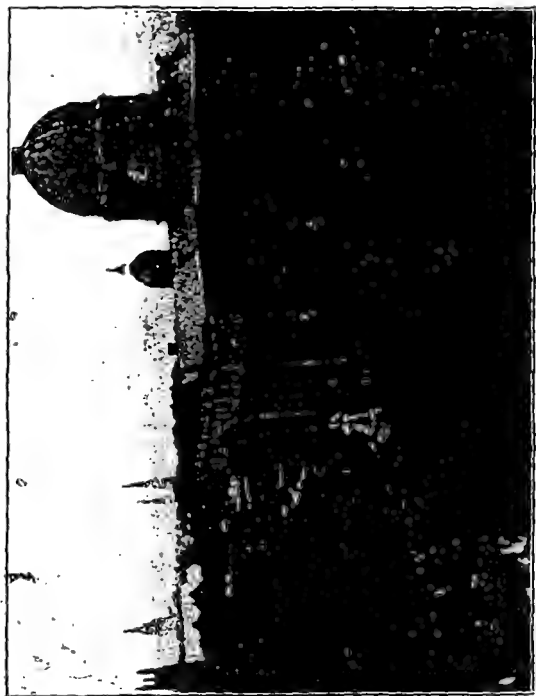
Regaining the steamer after this slight, cursory view of Quebec, we proceed on our way to Montreal. As we pass along the river, the little houses on its banks (previously spoken of) become more numerous. Towering above these in magnificent splendour, as if proud of their superior height and grandeur, are the Roman Catholic churches. The contrast is most striking, and one is instinctively reminded of the remark of the old Scotsman, "Hie, mon, 'tis always a bad sign when ye see big churches and wee hooses."

About a hundred miles before we reach Montreal is the town of Three Rivers. A considerable portion of its prosperity is derived from the exportation of timber. Above this town a manufacturing company in Montreal obtains its motive power for the

electrification of its mills, the current being brought a distance of many miles.

The little town of Sorrel, which also takes its part in the electricity manufacture, since some twenty miles above it is the plant that supplies the Montreal tramways, stands about midway between Three Rivers and Montreal.

On landing at Montreal the first thing that impresses the stranger is the excellent tram service, and the next the fearfully bad condition of the streets. One would almost imagine that the city had gone ahead so rapidly as to have lost sight of the necessity for road maintenance. Much the greater proportion of the inhabitants are French-speaking Canadians, out of a total number of about 360,000 only little more than 100,000 conversing in the English language. The western part of the city is mainly English, and the eastern French. There has been much talk in this country about the friendly community existing between the two races and the general commingling of the people, but although it is true that this friendly feeling exists, yet the races are as distinct as it is possible for them to be, and a fact to be



ST. JEAN BAPTISTE DAY, MONTREAL: UNVEILING A STATUE
(See page 7)

noted is that the French part of the population is increasing more rapidly than the English, early marriages amongst the former being the general rule, resulting in families—sometimes as many as twenty or more.

French Canadians do not appear to be so ambitious as the English element. They are, however, perhaps more contented, which is the main thing. Owing to the large French population, the Council consists of more than four-fifths French aldermen. The McGill University here is an excellent institution, the engineering department being especially worthy of praise. For £35 per annum students may obtain the best possible instruction in engineering, etc. It would be a good thing if we had more of such institutions in England.

Some 130 miles from Montreal is the town of Asbestos, noted for the mineral product asbestos which is found there. The River St. Lawrence, between Quebec and Montréal, is kept open by being constantly dredged; and as the channel is about 30 feet deep and 300 feet wide, vessels with a draught not exceeding 28 feet can get up to

Montreal. A large quantity of grain is shipped from Montreal during the summer months, a considerable portion of which comes down the lakes from Duluth, Fort William, etc., and is transhipped to the United Kingdom direct. Hay, cattle, and leather are also shipped from this port to the United Kingdom, but, on the other hand, raw hides are imported from England and Scotland. It is a little difficult to understand why, in the first place, the cattle are shipped to, say, London or Liverpool, and the raw hides then returned to Montreal only to be again reshipped to England in the form of leather or manufactured hides. One wonders why the whole process of manufacturing cannot be done in England, and thus save two Atlantic freights.

The cemeteries of Montreal are picturesquely situated about a couple of miles from the town, the Protestant and Catholic being entirely distinct from each other, although adjoining, a fence separating them. There is also a Jewish cemetery close to the Protestant one. The Protestant cemetery has a crematorium.

We had the good fortune to be in Montreal on Jean Baptiste Day (June 24th), and saw the procession pass through the town; and we were also spectators of the ceremony of unveiling the statue of Mgr. Bourfit, who was a former Bishop of St. James's Cathedral, in front of which the statue has been erected. I took some snapshots of the ceremony. There were quite a number of little St. Jean le Baptistes in the procession, and the day being damp and cold, one could not help pitying the poor little partly clad children thus exposed in their scanty sheepskin clothing to the inclemency of the weather.

Travelling by the Canadian Pacific Railway from Montreal to Ottawa, we saw where the large forest fires had played havoc with the trees, etc. On one side of the railway little was to be seen for mile upon mile but burnt forest. This part of the country is flat, but very picturesque where the forest has not been destroyed by the fires. Most of the land here appears to have been cleared from the forest, the stumps of the trees in many places still showing. Not much of this land is cultivated, the greater portion being

used for grazing purposes, although the soil when ploughed generally presents a rich black colour.

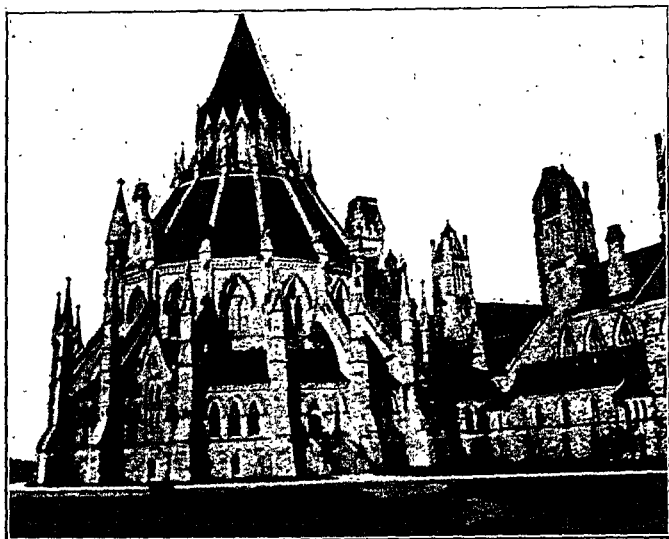
Ottawa (capital of the Dominion) is well worthy of a visit. The Houses of Parliament are very imposing buildings. A large lumber trade is done here. The timber is trimmed and cut into lengths by water power at Chaudiere Falls, on the River Ottawa, where the electrical power for the city tramcars is also obtained. The greater part of the timber treated at these saw mills, which are the largest and most important in Eastern Canada, is floated down the river to Ottawa from the higher reaches, hundreds of miles away, and often takes many months in its passage. The various logs are stamped with the owner's individual trade-mark, and the law, which is very severe on any interference with another man's brand, secures immunity from theft. This mode of the transit of timber is the one generally practised throughout Canada whenever possible.

Between Ottawa and Toronto by Canadian Pacific Railway the country is flat and generally heavily timbered, with only a few



THE DOMINION HOUSES OF PARLIAMENT, OTTAWA

(See page 8).



LIBRARY OF THE HOUSES OF PARLIAMENT

(See page 8)



patches of cultivation here and there. In many districts the timber has been cleared, and the land used for cattle grazing, but the soil is mostly poor and little adapted for agricultural purposes. Even where the ground has been cultivated the rocks project from the soil. Approaching Havelock, which is about 120 miles from Toronto, the country gradually becomes more cultivated, and the soil is of rather better quality. The rocks disappear, whilst the country is not so heavily timbered and begins to present a more undulating aspect, several low hills being now observable. During the last sixty miles before reaching Toronto, the country again assumes a level appearance, and cultivation hereabouts is more marked.

Toronto, the capital of the province of Ontario, rejoices in a fair manufacturing trade, and as a city presents many objects of interest. The residential part of the town, with its double rows of trees on either side of the road, is very attractive during the summer months, and the houses (which are not crowded together, but have plenty of space between them, and are generally artis-

tically built) look very pretty as they peep out from among the trees. In short, Toronto is a very charming city, and were its surroundings a little more diversified—the dead level standing greatly in need of some hills and woods to relieve the eye—it would be almost perfection.

One feature in common is possessed by Montreal and Toronto, and that is an excellent service of electric tramcars (or trolley cars, as they are called). It would be difficult to say which city carries off the palm in this respect, they are both so admirably equipped. The motive power in the one case (Montreal) is the waterfall, and that of the other (Toronto) coal, the distance to Niagara being considered up to the present time an insuperable objection to obtaining the power from there; but there is little doubt that before very long this will be overcome, and then the trams, like those of the sister town, will be worked by water.

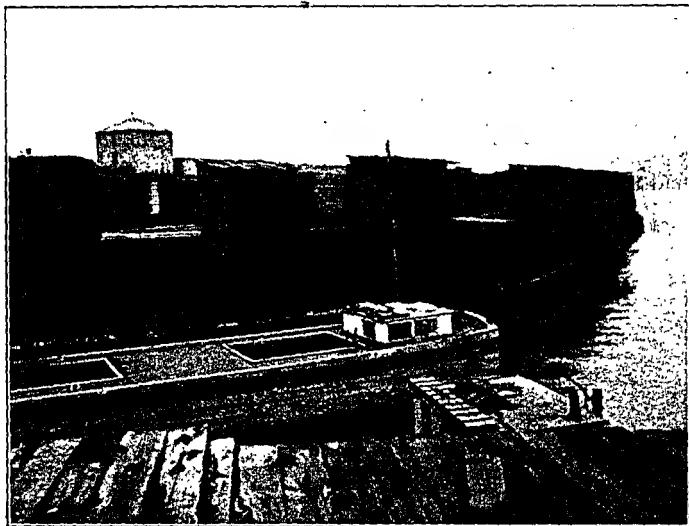
The streets of the two cities present an extreme contrast. At Montreal, as already noted, they are shockingly neglected, but those at Toronto, on the contrary, are excel-

lently kept. They are also much better made. Most of them are of asphalt or very neatly paved, and they are also much wider than those at Montreal. Another marked peculiarity in the two towns is the difference in the inhabitants. At Montreal the prevailing expression of the people passing along the streets is French, at Toronto it is just as emphatically English. Even the most casual observer could scarcely fail to note this. The French Canadians are a very remarkable people; they are loyal, they are contented, and they are devoted to their Church, which exercises great influence over their lives. Possessed of great sociability among themselves, a number of them meeting will sit down together and assume all the ways and appearance of a family party. Here at Toronto a French Canadian is quite a rarity; it is said to be one of the most English towns in Canada. I would go further and speak of it as *the* most English town, excepting perhaps Calgary.

In order to visit the Falls of Niagara, we took the boat across Lake Ontario to Lewiston, on the Niagara River, and along the side

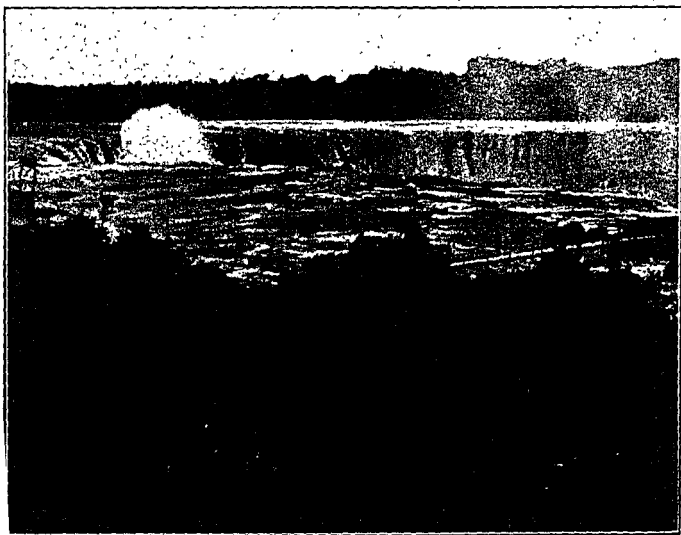
of the rapids on the American side by the electric tramcar. The scenery is simply grand—no poor words of mine can describe it. From Lewiston to the falls the car runs up a magnificent gorge. On reaching the falls one stands transfixed in the presence of such incomparable grandeur. It has often been said that if you go to Niagara you will be disappointed—that the reality will not come up to the expectations aroused ; but it certainly was not so in my case. A more inspiring, majestic scene it is almost impossible to imagine ; it has the effect, moreover, of becoming the more impressive the longer one stays to view it. The American side is the best to approach by the gorge, but the Canadian bank is preferable as a view-point. Both, however, should be done, and the traveller may be advised not to hurry matters.

Buffalo, the next city we visit, is a very active place situated on the lake. A large business from Duluth and Chicago passes through here, more especially in grain. It has water communication with New York, and some of the smaller boats pass right



A LUMBER YARD, OTTAWA

(See page 8)



NIAGARA: THE HORSE-SHOE FALLS FROM ABOVE

(See page 12)



through from the upper lakes to New York *via* Erie and Hudson River. Some very large elevators are situated here to deal with the enormous grain traffic brought from the upper lakes.

Returning to Toronto on Dominion Day (July 1), we found the city gaily decorated, and a full programme of entertainments, including a lacrosse match on the island and another at the 'Varsity grounds between the Oxford and Cambridge Touring Team and the Toronto 'Varsity Team, when the home 'Varsity team won by seven to two. In the evening there was a grand reception of the Canadian home-comers at the City Hall.

Some few years ago there was a land boom at Toronto, and the city was laid out for a million inhabitants; and during the boom they ran up the price of building plots to a tremendous pitch. Plots were sold at thirty and forty dollars per foot frontage, which as soon as the boom was over were to be bought at one to four dollars per foot frontage, heavy losses being thereby incurred. However, the Torontonians still

14 AN ENGLISH FARMER IN CANADA

believe in their city. They are very optimistic, and think their time of great prosperity is near at hand; in fact, they are now very prosperous. Little or no poverty appears. They are very proud of their country, as they have every reason to be.

While at Toronto the traveller may be advised to visit Massey Harris's works for the manufacture of agricultural implements. From here and a branch establishment a large number of binders are daily despatched, going to all parts of the world, but mainly to Australia, England, and the North-West Territories. The firm has its own doctor on the premises, with a room specially fitted as an accident ward, so that the injured can be immediately attended to.

CHAPTER II

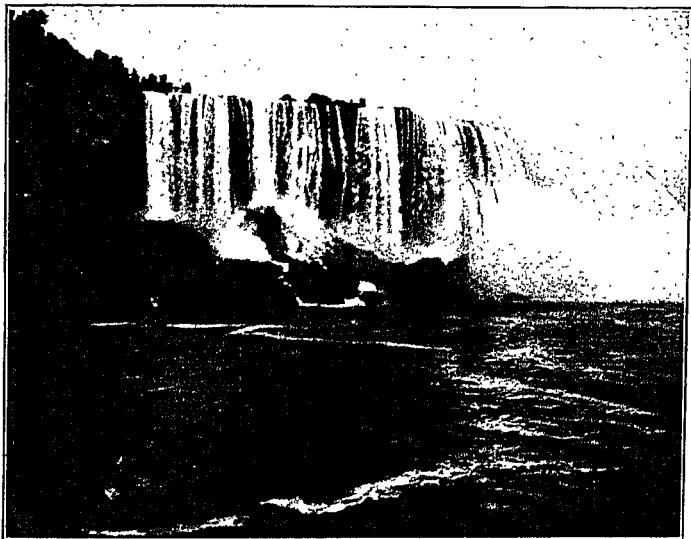
Loyalty of the province of Ontario to the Empire—The preferential policy—From Owen Sound through the great lakes to Fort William—The lake trade—The five mammoth C.P.R. elevators at Fort William—Winnipeg: its rapid growth.

THE province of Ontario is British to the core and intensely loyal. Speaking generally and from impressions gathered during my visit, I would go further and say the Ontarions' loyalty cannot be surpassed in any other part of the Empire.

It is not, under the circumstances, surprising to find many whole-hearted supporters of Mr. Chamberlain's preferential policy in this province, and I use their own words in saying, "Let us be a united Empire, and the Old Country will find no lack of volunteers from this side to fight the Empire's battles."

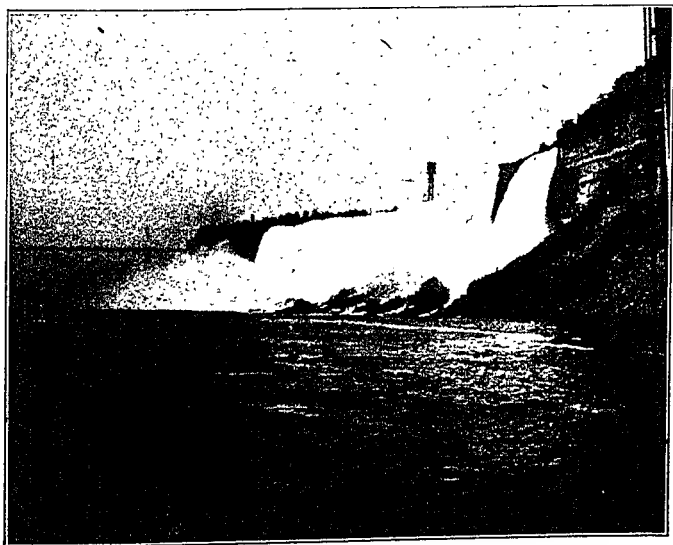
With regard to the Chamberlain scheme, so far as it has been unfolded, it directly appeals to two feelings deeply rooted in the

British Canadian's breast, pride in the Empire and belief in the wisdom of protection. Reasonable or unreasonable, there the feeling is that the Mother Country should treat its own children better than the foreigner. By this the typical British Canadian understands a tax on the products of the American wheat-grower as against free admission of the products of the British Empire. Doubtless, material interests do, and must, enter into the feeling which has been roused in Canada by Mr. Chamberlain's championship of the preferential idea. Although the Canadian West would reap the first advantage, the more rapid settlement of the country would stimulate the demand for the manufactures of the Eastern Provinces. No doubt the lumber interest would be much disappointed if it were left out in the cold should the fiscal policy of Great Britain become an imperialist protection one. But I saw and heard quite enough to convince me that, apart from purely material considerations, sentiment enters largely into the British Canadian's conception of "preference." I may say here that our brothers in this part of



NIAGARA : THE CANADIAN FALLS

(See page 12)



NIAGARA : THE AMERICAN FALLS

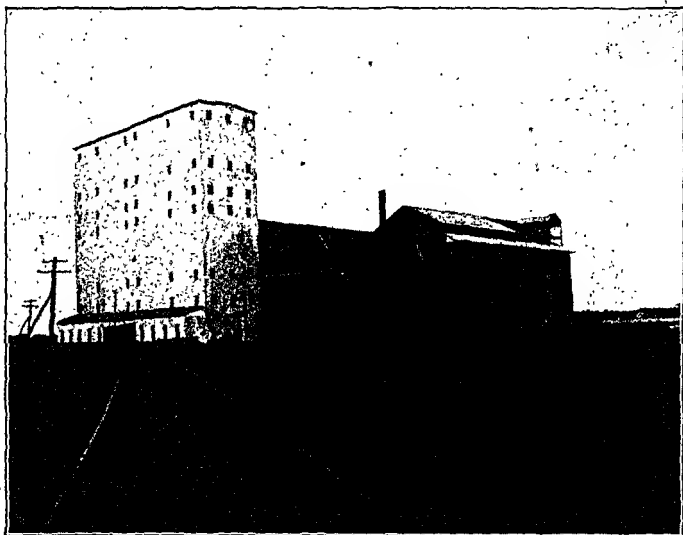
(See page 12)



the Empire are sensitive to any apparent lack of appreciation on the part of the Mother Country; and it is only natural for them to be concerned at so much British capital flowing into the States and other countries when a considerable portion of this might, without loss to the Mother Country, be diverted to this part of the British Empire. There is a tendency to look on us in England as somewhat neglectful of the magnificent possibilities of the vast estate that stretches from the Atlantic to the Pacific, over every inch of which the British flag flies. One constantly heard in Canada, in the mouths of all sorts and conditions of men, "Let the people in the *Old Country* come out here more and see Canada for themselves; then they will know more about us and our country." The Canadians think that we undervalue the great natural resources of the Dominion, and there is no doubt some ground for this grievance, though perhaps they do not make sufficient allowance for our position and many cares.

As we left Toronto by rail for Owen Sound, with Winnipeg as the objective, by

way of the lakes, we noticed a landscape not dissimilar to that which had greeted us on the way to Toronto. The country is divided into patches of cultivated land diversified by clumps of forest; the ground is more or less rolling, but there are no high hills. At the head of Lake Superior stands Fort William, which owes its existence to the Canadian Pacific Railway, and this company has erected here five large grain elevators, for one of which the largest storage capacity in the world is claimed, viz. 3,000,000 bushels. The smallest of these mammoth storehouses can hold 1,250,000 bushels, and the aggregate capacity is upwards of 10,000,000 bushels. At Port Arthur, some four miles away, the Canadian Northern Railway have other elevators capable of storing over 1,000,000 bushels. At these two points, therefore, within a comparatively limited area, there is storage accommodation for about one-twenty-fourth of the whole of the wheat annually consumed in the United Kingdom, or one-eighteenth of our annual wheat imports. Fort William and Port Arthur are the receiving points for the im-



THE LARGEST GRAIN ELEVATOR IN THE WORLD, SITUATED AT
FORT WILLIAM

(See page 18)



SHIPPING GRAIN AT FORT WILLIAM FOR EUROPE

(See page 19)



mense quantities of grain that make their way down from Manitoba and the North-west Territories. During the summer months heavy shipments of grain take place here, the objective being Montreal, whence the grain can be reshipped and placed on board ocean-going steamers. In the winter, of course, the lake navigation is no longer available, but a small quantity of grain is carried by the Canadian Pacific Railway eastwards, and finds its way to American or Canadian Atlantic ports, the ultimate destination being some European port. As I passed up the lakes, I noticed several whale-backs, as the queer-looking craft are called which carry grain from Duluth, on Lake Superior, to Buffalo. These vessels have a superficial resemblance to a huge whale as they plough their way along, and their grain-carrying capacity is considerable. There were also biggish steamers which had loaded with grain at Fort William, and were making their way through the lakes and canal locks to Montreal.

The lock we passed through at Sault Ste. Marie is constructed to take three vessels

at the same time. Our boat was accompanied by a cargo steamer which had been built in the United Kingdom and taken to the upper lakes, where she was then engaged in carrying merchandise between Fort William and other ports on this great waterway. This is an illustration of the water communication between Liverpool and Fort William or Duluth, which is almost in the centre of the North American continent.

The amount of tonnage that passes along this vast waterway that is termed The Lakes must be enormous, and would probably exceed the tonnage that passes through the Suez Canal in the course of a year. I was able to get a snapshot of one of the turret ships as it was loading wheat from the 1,250,000-bushel elevator at Fort William. The least of the Canadian Pacific Railway elevators can load or unload nine 1,000-bushel cars of grain at an operation. This elevator can, therefore, unload 9,000 bushels per hour or ship out 30,000 bushels per hour. It is fitted with nine sets of scales and can load nine trucks at one time; the largest set of

scales can weigh 100,000 lbs. or 202 qrs. at one weighing.*

From Fort William to Winnipeg the Canadian Pacific Railway passes through a country which on both sides is mainly timber or scrub. It may have been noted that East Canada, from the mouth of the St. Lawrence to Fort William, is a well-timbered land, forests stretching away as far as the eye can reach, the woods sometimes broken by reaches of pasture and at others by patches of rocky ground. But on approaching Winnipeg we enter an entirely different region. Here we reach the boundless prairies, as the more or less level lands are termed, which stretch away to the Far West till the towering Rocky Mountains are reached.

The city of Winnipeg may be called the capital of New Canada. I use the word "New" without any disrespect to the provinces of the east with their thriving industries and hard-working people. But Quebec, Montreal, and even Toronto are Old World cities compared with Winnipeg.

* Since writing the above this elevator has been burnt to the ground.

Only one generation ago this city of the West was but a prairie settlement of a few hundreds of inhabitants. To-day it is a city with a fixed population of between 60,000 and 70,000. Evidently it was planned and laid out by men of large ideas ; its thoroughfares are spacious and well kept. Main Street, which is the best paved, is 34 yards in width, with foot pavements of $6\frac{1}{2}$ yards wide on each side, making a total of 47 yards from house to house. Winnipeg has every sign of young and vigorous life, as well may be, seeing that it is the capital of Manitoba, which, with the North-West Territories of Assiniboia, Saskatchewan, and Alberta, bids fair to be the granary of the world.

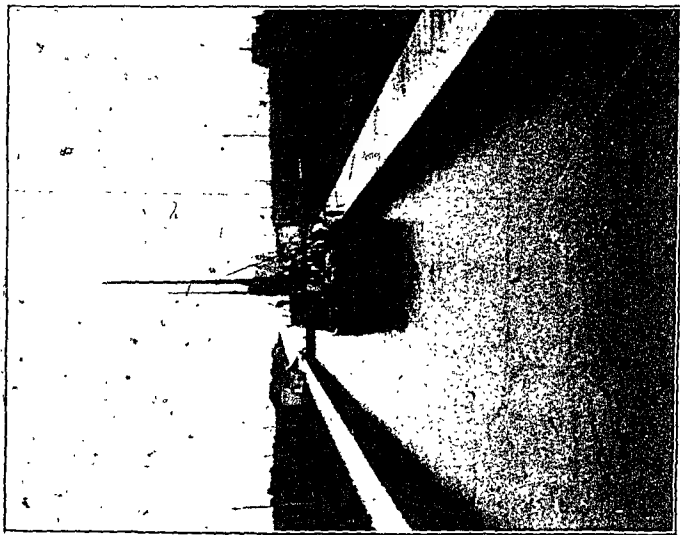
CHAPTER III

The wheat-producing capacity of Western Canada: yields of recent years—American wheat-yields and a comparison—Damage to wheat by frost—Large movement of American farmers into Western Canada—The great boom of twenty years ago: the slump: the recovery.

THERE is always a charm about the infinite unknown, and what mortal can more than approximately gauge the infinite possibilities of cereal culture in the Canadian North-West? The province of Manitoba alone, which has an area equal to that of England and Scotland together, is estimated to have 25,000,000 acres suitable for cultivation; at present not one-eighth of this land is tilled. How far north in the Canadian North-West wheat will grow and thrive has yet to be demonstrated, but it is well established that in the Peace River Valley, 700 to 800 miles north of the United States boundary, wheat of good milling quality can be raised. The wheat-raising capacities of

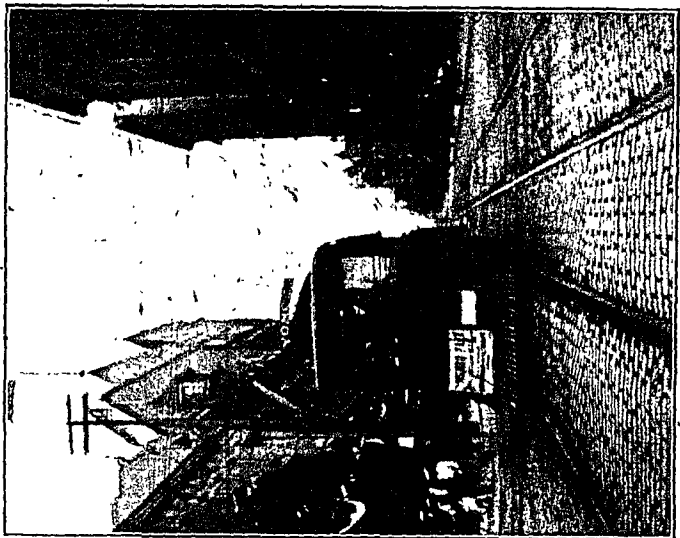
Manitoba and the North-West Territories of the Dominion are practically infinite; to increase the present production four- or five-fold all that is needed are capital and workers. But the Canadians are anxious that more money and men should be found by the Mother Country. This, then, is one material reason why the proposed policy of imperial preference should be translated into fact. It is well to bear in mind that Manitoba and the North-West Territories are virgin soil, capable of bearing wheat of superb milling quality.

The rise of this region to importance as a wheat field is of recent date. In 1896 the total Canadian crop was but 4,500,000 qrs., increasing during the three succeeding years to 7,500,000 qrs. In 1900 there was a set back, the entire crop not exceeding 5,000,000 qrs. But in 1901 there came a jump, when the wheat harvest of the Dominion gave 10,500,000 qrs. Of this, Manitoba and the North-West Territories produced 7,913,817 qrs., which in 1902 was increased to 8,379,265 qrs., dropping back in 1903 to 7,028,556 qrs. The current year



CARGO SHIP, BUILT IN ENGLAND, PASSING THROUGH
THE LOCK AT SAULT STE. MARIE

(See page 20)



YONGE STREET, TORONTO, ON DOMINION DAY

(See page 13)

gives promise of another substantial increase, and if the present estimates are maintained, there will be a total production for Western Canada of 8,312,500 qrs.; add to this the output of the Eastern Provinces, and the total for 1904 should amount to 10,500,000 qrs.

The official acreage and total yields for Manitoba and the North-West Territories for 1901-2 and 1903 are as follows, also an estimate for 1904, viz:—

	Acreage.	Total yield		Yield per acre in bushels.
		In bushels.	In quarters.	
1901 . .	2,516,532 ...	63,310,532 ...	7,913,817 ...	25.15
1902 . .	2,665,698 ...	67,034,117 ...	8,379,265 ...	25.14
1903 . .	3,283,547 ...	56,228,447 ...	7,028,556 ...	17.12
1904 *	3,500,000 ...	66,500,000 ...	8,312,500 ...	19.00

It will be seen from the above table that the yields for both 1901 and 1902 for Western Canada were slightly over twenty-five bushels per acre. The average for the United States in 1901 was only 14.8 bushels and 14.4 in 1902. But the mere statement of the quantity grown in Canada conveys an inadequate idea of the magnitude of the Dominion's resources as a wheat-grower.

* Rust has since somewhat reduced above estimate.

Although the years 1901 and 1902 were exceptionally fruitful years, it has been pretty clearly demonstrated that Canadian wheat can be placed on the markets of the United Kingdom at considerably less than 30s. per quarter with a good profit to the grower.

In certain parts of Assiniboia some phenomenal yields were obtained in 1901, as much as fifty and even sixty bushels per acre being claimed, although I cannot help thinking the latter figures to be an exaggeration. Had these abnormal figures referred to winter wheat (*which will in exceptionally heavy seasons produce sixty bushels per acre*), I could easily have accepted them, but I confess I have never known of such a large yield of spring wheat as sixty bushels per acre.

The soil of the Canadian West is not all equally suitable for wheat-raising; and here as elsewhere there are good seasons and bad. Climatic conditions have their influence on the yield of cereals, but the broad fact remains that the soil of the Canadian prairies, stretching, as already remarked, westward from the city of Winnipeg to the Rocky Mountains and northwards

for hundreds of miles further than the feet of the surveyor have yet journeyed, is admirably adapted for growing wheat of the finest quality, and possesses in the main a fertility such as no other virgin soil has yet surpassed, even if equalled. The only serious drawback to wheat culture in the Canadian North-West is the risk of night frosts, which are liable to catch the wheat in the critical stage of ripening, and if severe, will practically kill the gluten. Of course, there is frosted wheat and frosted wheat. The extent of the mischief will vary with the intensity of the frost and the stage in the plant's life. A well-known Englishman, who, as miller and corn merchant, has probably had as wide an experience of wheat as anyone else in the world, has said that frosted wheat is usually worth buying—at a price.

Whatever the perils incident to "frosting," they have not deterred thousands of American farmers from seeking their fortune in the Canadian North-West. This movement began in 1899, and has continued ever since, gaining force in 1901 and 1902 from the magnificent yields that were then announced. It

is commonly alleged that the wheat-growing fertility of the soil in several of the Western States of the Union has been seriously impaired of recent years by the too frequent cropping with maize, which is an exhaustive crop; and the eagerness with which many American wheat-growers seized the chance of taking up land in Manitoba and the North-West Territories of the Dominion certainly lends colour to this statement.

In 1901 and 1902 settlers from the American wheat-growing States turned their faces towards the prairies of Canada. Powerful syndicates were formed in the United States for acquiring land in the Dominion, and these companies purchased vast tracts of land, covering hundreds of thousands of acres, in many cases as far north as Northern Alberta and Saskatchewan. I believe one land company bought up 1,000,000 acres, which they are reselling at double or more than double the purchase price. No doubt, the reasonable terms on which these excellent farms were disposed of, together with the fact that the farmers of the American North-West had, as a class, a fair amount of

cash at command, helped to give impetus to the remarkable movement which sent so many citizens of the United States to settle under the folds of the Union Jack.

Sturdy young men from the plains of Dakota would start away to Saskatchewan, hundreds of miles north, to homestead 160 acres. In the first ten months of 1902 upwards of 64,000 settlers registered their names at Winnipeg, and of these 24,000 were from the United States. It must not be supposed that these 64,000 represented the whole of the immigrants who passed through Winnipeg that year. Those who registered themselves at the Emigration Department were of the poorer class, requiring assistance of some kind or another. In addition to these were many settlers, men of some substance, who had secured land, and knew exactly the best way to work it. It is significant of the general status of the American emigrants that the Canadian official estimate of the value of the property (effects) imported by settlers in 1902 places the total at about £916,000, of which sum no less than £750,200 was credited to

American against £160,400 to British settlers. It may be asked, What manner of men are these farmers from the United States who have made their home in Western Canada? The answer would be, that they are, for the most part, peaceable and law-abiding citizens, but their hearts are not with Britain and could not be expected to be. The peopling of New Canada with an alien population, and on such a scale, is calculated to arouse grave reflection in the minds of those who are entrusted with the administration of the British Empire. In 1903 the immigrants into Canada were as follows:—

From United States	50,000
„ United Kingdom	45,000
„ Other countries (European)	40,000
Total	135,000

The following figures are for the Canadian Government's fiscal year, which ends on June 30th in each year:—

HOMESTEAD ENTRIES.

1900 . . . 7,426	1903 . . . 31,383
1901 . . . 8,167	1904 . . . *22,473
1902 . . . 14,673	

* To the end of May.

IN CANADA

31

NATIONALITIES.

	1900	1901	1902	1903
Canadians . . .	3,548 ...	3,332 ...	5,639 ...	9,303
Newfoundland . . .	— ...	3 ...	— ...	2
United States . . .	1,307 ...	2,026 ...	4,761 ...	10,942
English . . .	639 ...	659 ...	1,096 ...	2,816
Irish . . .	102 ...	99 ...	184 ...	336
Scotch . . .	187 ...	182 ...	300 ...	724
French . . .	58 ...	38 ...	71 ...	231
Belgians . . .	21 ...	22 ...	21 ...	55
Swiss . . .	1 ...	2 ...	4 ...	18
Italians . . .	1 ...	4 ...	6 ...	5
Roumanians . . .	3 ...	46 ...	7 ...	109
Syrians . . .	— ...	2 ...	1 ...	12
Greeks . . .	— ...	— ...	— ...	—
Germans . . .	217 ...	255 ...	385 ...	754
Austro-Hungarians . . .	1,033 ...	1,056 ...	1,321 ...	2,793
Hollanders . . .	3 ...	2 ...	2 ...	6
Danes* . . .	12 ...	10 ...	40 ...	60
Icelanders . . .	48 ...	140 ...	164 ...	200
Swedo-Norwegians . . .	87 ...	93 ...	229 ...	549
Russians . . .	†83 ...	105 ...	‡184 ...	§337
Mennonites . . .	74 ...	83 ...	92 ...	83
Poles . . .	2 ...	8 ...	7 ...	—
Doukhobors . . .	— ...	— ...	116 ...	2,013
Chinese . . .	— ...	— ...	3 ...	5
Spaniards . . .	— ...	— ...	— ...	1
Brazilians . . .	— ...	— ...	— ...	1
Turks . . .	— ...	— ...	— ...	2
Persians . . .	— ...	— ...	— ...	14
Australians . . .	— ...	— ...	— ...	11
New Zealanders . . .	— ...	— ...	— ...	1

* Other than Icelanders.

† Other than Mennonites and Poles.

‡ Other than Mennonites and Doukhobors.

§ Other than Mennonites, Doukhobors, and Poles.

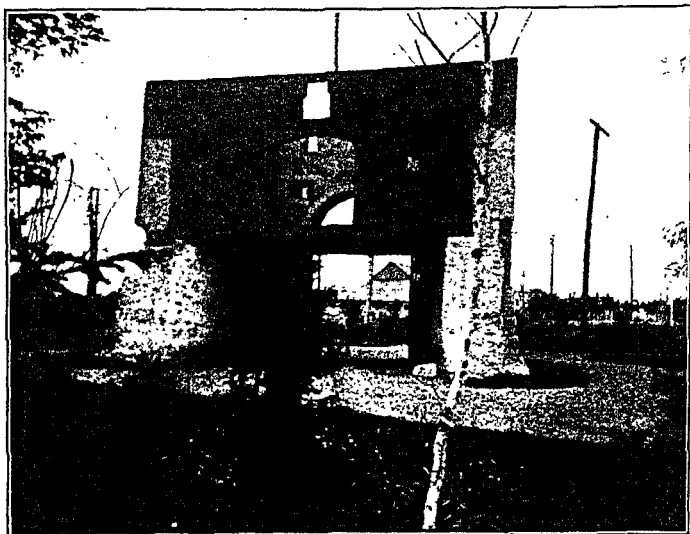


To return to Winnipeg, which should become at no very distant date the Chicago of the Dominion, it is impossible to walk ten yards through the business thoroughfares without realising that this city is the gate to a promised land—the bourn to which flock men from all parts of the world who desire to convert into gold the infinite capabilities of a rich, virgin soil. The land agent is in great evidence here. Walk down Main Street, and you will pass a land office at every few paces; each block of offices seems to contain two or three land agents. While on this subject it is as well to note that in Canada, as elsewhere, there are land agents and land agents. Mr. Scadder, whom Charles Dickens immortalised, has his descendants at work to-day in Western Canada, although perhaps in a lesser degree at Winnipeg than further west. I rather think that the fly these spiders love to see near their nets is the British “tenderfoot.” This is the young Englishman, often of good family, whose friends may be possessed of some means, but who himself is not usually troubled with a superfluity of brains. To all parents and



MAIN STREET, WINNIPEG

(See page 22)



REMNANT OF OLD "FORT GARRY," WINNIPEG: THE GATEWAY

(See page 45)



guardians who may be contemplating settling the fool of the family in West Canada, I would say that one of the quickest roads to ruin for these young hopefuls, who are sent out to find fortunes or graves in Manitoba, or the Territories, often lies in the injudicious purchase of land, and another, these young men's disinclination to work.

A farm in Manitoba or any other part of the Canadian North-West will not be of much good to a young man fresh from Piccadilly until he has mastered, by practical experience, the elements of farming as practised here. Besides, even in this fertile region there is land and land. Just now good land is fast rising in value, but it was not ever thus. Winnipeg, like other young cities, has had its ups and downs. The history of nearly every great centre in the New World is a record of "booms" and "slumps"—to use the terms in current use there.

In other words, rapid and often unjustified inflation is followed by irrational depression. It is about twenty years since the first great "boom" in land set Winni-

peg in a flutter. At that time the Canadian North-West was just being opened-up, and perhaps exaggerated hopes were entertained as to the fortunes that lay ready made to the settler's hand. All young communities are eager to run before they can walk, but, after all, what would anyone give for a youth without ambition? We must put up with the faults of good qualities, as the French say.

The intensity of that early "boom" may be gauged from the fact that property would change hands many times during the same day, the vendor making a handsome profit out of each deal. But the inevitable "slump" was very disastrous. Land in Winnipeg which had been readily fetching 300 dollars (roughly £60) per foot frontage was all of a sudden offered in vain at 100 or even 50 dollars; many people who had rapidly acquired wealth were beggared with even greater celerity. At Portage la Prairie building plots which had been sold at 200 to 300 dollars per plot were, when the slump came, sold three plots for one shilling (a quarter-dollar). I met one gentleman

who during the boom was a millionaire on paper; but after the boom he told me he was worth 200,000 dollars less than nothing. It is not surprising that acute depression followed. But Winnipeg has long got over those bad days. Two great railway stations serve the city; one belongs to the Canadian Pacific, the other to the Canadian Northern. The former had, at the time of my visit, fifty miles of rails at their station; by October this was to have been increased to eighty miles of rails.

CHAPTER IV

The price of agricultural labour—Mode of culture—Breaking—Seeding—Harvesting—Conditions under which free grants are made—Marketing—Inspecting and certifying the grain—Portage la Prairie—Carbery—Brandon.

THE southern and western portions of the province of Manitoba are the best cultivated. In the north there are considerable areas which have not even been surveyed. Between Lakes Manitoba and Winnipeg very little land indeed has been traversed by the surveyor. The bulk of the surveyed land in Manitoba has now got owners, but as already noted, not more than one-eighth of this great province is yet cultivated. It is said that in Northern Manitoba winter wheat can be grown, but it is highly probable that spring wheat only can be grown profitably. The success of winter wheat in any part of Manitoba appears doubtful. I drove out west of Winnipeg for

a distance of twenty miles, and noticed that for ten miles but little land had been broken up; but further west more cultivated land was seen, and at last a farm of 3,600 acres came in view. This is the property of Mr. F. E. Kenester. The manager, Mr. W. Innes, is a Scotsman. Of these 3,600 acres some 1,800 acres were already under cultivation, and by the fall it was calculated that another 300 acres would be broken up. The wheat was just coming into ear, and promised fair. Threshing engines are straw fed, a blower being used to blow out the straw in a stack or heap. Labour here is comparatively dear. Men taken on for the summer months are paid twenty-five dollars per month and get their board. Labourers engaged for the harvest alone generally receive two dollars per day besides getting their board. At harvest time the Canadian Pacific Railway run special trains from the Eastern Provinces packed with harvesters (human) like the proverbial herrings in a barrel. Farm helps hired for the whole year would not receive more than about 200 to 300 dollars (£40 to £60) per annum, but would of course get

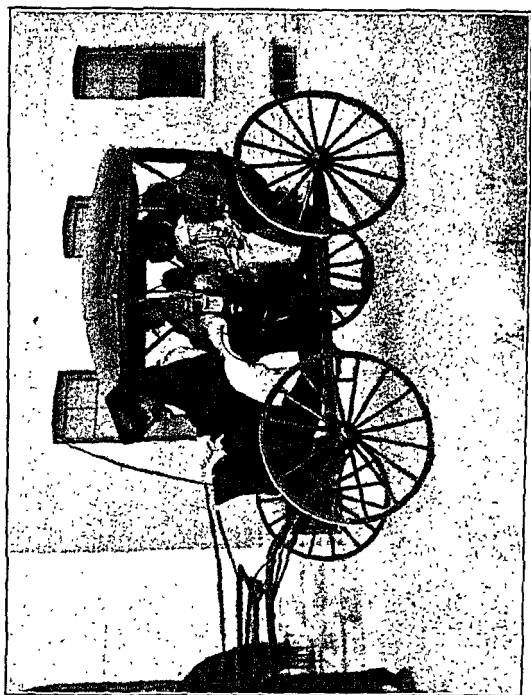
their board free. In considering the wages paid here it is well to note that the agricultural labourer's task extends over a good many hours a day. In and about harvest time the hands are busy during daylight, say from five a.m. to eight or nine p.m. As the English farm labourer's day is normally from six a.m. to five p.m., it is clear that a full working day on a farm in the Canadian North-West is about equal to an English day and a half. Canada is no place for drones, and those who won't work had better stay away. The farmers of the West certainly know how to get a good day's work for their money. Each man has to be able to drive a four-horse team. For that matter I saw several four-horse teams in the care of mere boys. One little fellow—he did not look more than twelve or thirteen—was handling, and very smartly, a team of four horses abreast in a cultivator; he was working all by himself a field, very stiff ground too, of between 100 and 200 acres. But this little fellow manipulated the turning lever of his machine as deftly as any grown man. This child working a field bigger than many

English farms was a remarkable sight. I could not help thinking that in the old country it is often difficult to get a man to take a team of three horses into a field, let alone four.

The conditions under which farming is carried on in Western Canada are so entirely different from those obtaining in England that it is only natural to find an entirely different system of cultivation. The English farmer pays a more or less stiff rent, and he is bound to obtain the best yield that intense cultivation of the soil will give. But the typical grain farmer of Manitoba aims at cultivating as much ground as possible at a minimum cost. For instance, at a farm I visited near Brandon 500 acres out of a total area of 640 acres had been broken up. The labour employed consisted of two men during four winter months at twelve to fourteen dollars a month, three men for eight months at twenty-six to thirty dollars a month, with one extra pair of hands during extra busy times. As for the harvest weeks, a gang of ten to twelve men would be engaged then to help the farm staff get the crops in, and those men would be

paid at the rate of thirty-five to fifty dollars a month. The harvest labourers, like the permanent men, are boarded on the premises. It is noteworthy that the rate of pay of farm hands is nicely graduated according to the work they have to get through, the extent of the labour varying of course with the season.

It is usual on Western grain farms to break up as much land as possible the first year, to backset in the autumn or following spring, then to scratch the ground over with harrows, put the seed in the ground, harrow it in and wait for harvest. Between seeding and harvest as much fresh ground is broken up each year as time will permit, which is backset in the autumn and sown in the following spring. When the corn is fit for cutting the machines are brought out and the grain is harvested; when threshed it is either taken direct to the elevator or warehoused in the farmer's barns. In addition to back-setting fresh broken ground, as much stubble land is ploughed in the autumn as time permits before the frosts set in, the balance being left over to plough during the following spring or summer, or otherwise sow unploughed,



GIVING INDIAN GIRLS A DRIVE

(See page 49)



as is frequently the case. From 1,000 to 1,500 bushels are threshed in a day of sixteen or seventeen hours. The average yield for Manitoba and the North-West Territories of the Dominion for 1902 was 25.14 bushels per acre, though, as we have already seen, there have been districts where this figure has been considerably exceeded. In the American North-West the soil seems much less productive, the average for North Dakota being 16.3 and for South Dakota 12.2 bushels per acre. The highest yield obtained in the United States was that of the State of Illinois, namely 18.5 bushels per acre. To us in England a yield of 20 or 24 bushels per acre may sound poor, but we have to consider yield in relation to cost of cultivation. The grain farmer of the Canadian West has merely to plough his ground, drill the seed, harrow it in, and wait for harvest, after which his work is completed by threshing. His labour bill has been examined by us. Now let us see what are his contributions to the coffers of the State. He has no Imperial taxes to bear, and only pays a trifling local rate for schools and road repair; these local

rates only amount to some £8 for 640 acres. Compared with these moderate outgoings, the heavy expenses with which the British farmer is saddled (rent, rates, taxes, labour, artificial manures, and so forth) are a heavy handicap. Therefore, though the Canadian farmer of the North-West only gets barely two-thirds of the crop nominally reaped in this country, he ought to be able to show a better profit on his produce, and the land is his own. The small farmer in Canada—that is to say, the man on a homestead of 160 acres—must work himself, and work hard, but if he complies with the conditions of the Government grant, he can confidently look forward to possessing at the end of three years 160 acres of land, worth at the lowest estimate 20s. per acre. The conditions under which he is granted his homestead bind him in the main to nothing more than the cultivation of five acres per annum for three years and to residing on his land for six months in each of those years. If we assume that he has been able, and he ought to be able, during those three years to raise enough stock off the unbroken land

and grain from the cultivated land to keep himself and his family, it is clear that he has made a profit at least equal to the value of the farm. It has often been asserted that Canadian farmers can raise wheat more cheaply than the British agriculturist *by virtue of making a more liberal use of machinery*. However, I am bound to say that my own observations in the grain-growing districts of Canada, which extended over a considerable area, do not bear out this view. But what is a fact is that a large amount of manual labour is dispensed with—either wholly or nearly so—such as hoeing, weeding, hedging, ditching, spreading and carting manure, etc., etc., which are unnecessary in the North-West.

A few words may here be in place respecting the marketing of the grain. As soon as the farmer has threshed his wheat he generally hands it over to an elevator company, who either put it in a local elevator or place it "on board" a railway car of which the objective is Fort William or some other terminal point. This course is prescribed by law to the elevator companies, of which

the rights and liabilities are clearly defined by the legislation which called them into being. The farmer may consign his grain whither he pleases, to Fort William or elsewhere. According to law every car-load of grain must be inspected before it leaves the province of Manitoba. Each car is graded and certificated on its own merits. Generally the cars are forwarded to Fort William, where the certificates are checked by the Government inspector, who gives a certificate of weight and grade. The farmer who has consigned, say, 10,000 bushels of wheat to Fort William, holds certificates of weight and quality which are in effect bonds delivered to him by the elevator company for the goods he has placed in its hands. The owner of wheat in elevator is not indeed entitled to receive the identical grain he has stored. That would obviously be impracticable; but he is entitled to demand at any time 10,000 bushels of the same grade or quality as he has entrusted to the elevator company, after paying warehouse charges. Under the Grain Act every elevator must be licensed by the State, and has to give bonds of value propor-

tionate to the storage capacity. This is to protect the owner of the grain stored by the elevator. In effect, the elevators are banks in which the cereal wealth of the land may be securely stored, and are generally built adjoining railway lines. Of course the permission of the railway has to be obtained; in fact, the line grants a lease to the elevator in return for sundry considerations.

In the heart of the city still stands a portion of the Hudson Bay Company's old "Fort Garry," which the Winnipegons have wisely preserved. A relic of the time when the Hudson Bay Company's fort stood alone in the wilderness with Red Indians and buffaloes for its nearest neighbours. The inference one draws from the fort is that it bears about the same proportion to the original structure as does the Red man of the present day to the Red man of the past.

Before quitting Winnipeg I paid a visit to Silver Height Park, where Lord Strathcona, a Canadian peer of the United Kingdom, has a model farm and a herd of buffaloes. These animals are almost the last representatives of the vast herds which once roamed

over the Canadian prairies right up to the Rocky Mountains.

Leaving Winnipeg and travelling westward by the Canadian Pacific Railway, I noticed a smaller proportion of land was under cultivation. The soil in this part of the province is not so suitable for grain as that further west and south; there is too much alkali in it; but it gives good grazing. Speaking of the pastoral industry, it may be remarked that sheep are not in much favour with Manitoba farmers. Wolves in some parts are liable to cause serious havoc, and another great drawback to sheep-runs is the presence of spear-grass, a weed with sharp, javelin-like points that work their way through the wool of sheep. Sometimes these ill weeds will cut through the skin and penetrate the liver, so causing death.

After reaching Portage la Prairie the land greatly improves from the grain-grower's point of view. Here I noticed some finer fields of wheat than I had yet seen. Between this point and Brandon the subsoil seems to be more or less sandy, but the crops looked very healthy. West of Car-

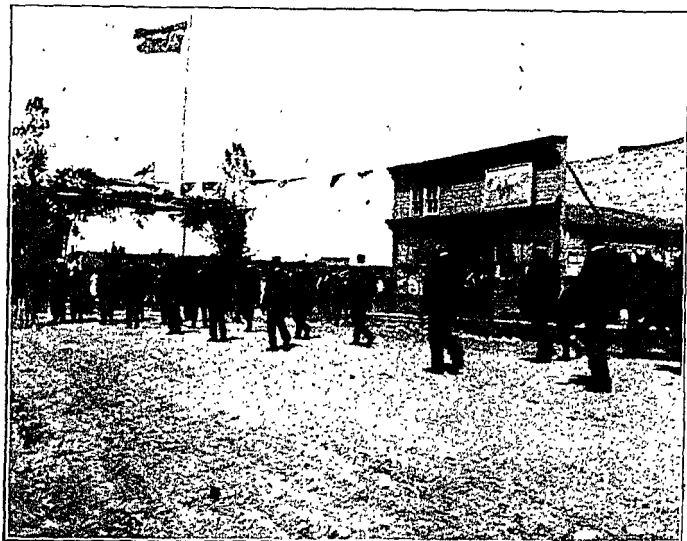
berry, there are many sand hills, and the soil does not appear so rich as that closer to the town, where some very well cultivated land was seen.

The next place at which I stopped was Brandon, a town of between 7,000 and 8,000 people; it is the centre of an agricultural district which was better settled than any locality I had visited before, always excepting Portage la Prairie. The crops of Manitoba were not so heavy as in the preceding year, 1902, but as the straw was shorter, the expenses of harvesting were bound to be reduced, and farmers were hopeful of faring as well as in the previous season. Straw is held of no account in Manitoba, and is generally burnt.

I was able here to take a photograph of a large quantity of lumber which had been floated down the Assiniboia River for use in this district.

At Brandon I visited an institution maintained by the Dominion authorities, which is known as the Brandon Experimental Farm. All kinds of cereals and fruit trees are grown here for experimental purposes. Every year

a report of the farm's work, and of the results achieved is published for the benefit of agriculturists. I noticed heavy crops of wheat, barley, and oats in the fields belonging to this farm, but learnt that the ground here is never manured; its fertility is maintained by giving the respective plots an occasional rest. In Manitoba it is usual to grow two or three crops of corn in succession, after which the soil is left in bare fallow for one year. This farm is under the superintendence of Mr. Bedford, whose time must be fully occupied.



ORANGE DAY IN WESTERN CANADA: PROCESSION AT WHITEWOOD
(See page 53)



ORANGE DAY IN WESTERN CANADA: SPORTS AT WHITEWOOD.
A DRIVING COMPETITION

(See page 5)



CHAPTER V

The Indian home at Brandon—Brief history of the Sioux Indians—Treatment of the Indians by the Canadian Government—The Indian as a workman—Indian superstition.

TWO miles from Brandon is a school for Indian children, which is in the charge of the Wesleyan Methodists, but is maintained by the Government. The idea is to instil habits of industry and order into these children of nature. They are brought to this institution quite young, and remain till the age of eighteen, when they either return to their parents, get work on farms, or enter domestic service in private families. At the time of our visit there were young Indians here from both the Sioux and Cree tribes. They appeared well cared for, and were evidently quite happy. Our driver delighted some of the girls with a ride in the buggy.

With reference to the Sioux nation of Indians. This was, at one time, one of the

most warlike and powerful tribes of Red Indians of the plains of North America, and a source of trouble and anxiety to both the American settlers and American Government. These Indians massacred several thousands of the settlers (including women and children) of Minnesota about forty years ago; they also destroyed General Custer's little army some twenty-eight years ago, and have from time to time since been guilty of several other smaller massacres; the last one of importance was under the leadership of "Sitting Bull," who was captured about twenty-three years ago. This time it was in Dakota and Wyoming. A large number were as a consequence driven over the international boundary into Canada, from which very few returned.

In these circumstances it is only to be expected that there is still a bitter feeling against the Sioux Indians in the Northern States of America, although, perhaps, even this is passing away.

There are various tribes of Indians in Canada, but they are dying out, and it is estimated that there are not now more than

about 100,000 throughout the Dominion. It must be very pathetic to know that one belongs to a race which in a few generations will become extinct.

In Canada the Indians are well looked after by the Government, whose agent resides on the Reservation, and is generally a half-breed; rations are distributed to the various tribes through him, likewise a sum of money annually, for each individual Indian.

The Red man is not at all fond of work, in fact it is absolutely distasteful to him. He would much prefer the good old days when he hunted the "wild buffalo" in order to satisfy his wants; varying his life now and again by going on the "war path." That was life to him. Now his present existence is far too tame for his liking. He cannot adapt himself to civilisation. His whole soul revolts against it, and as a consequence he will soon become a thing of the past. He is also very superstitious and has a great objection to being out after dark. If he obtains employment on a farm, as he occasionally will (although he does not like it), he will leave his work, however busy the

52 AN ENGLISH FARMER IN CANADA

farmer may be, in sufficient time to get to his camp whilst it is still daylight. It is well known that he has the greatest objection even to fight at night. When he is on the "war path" he will seldom travel after dusk.

CHAPTER VI

Whitewood—Broadview—Indian Head—Regina—Fertility of Regina district—Grain rates from Western points to Fort William—The ranching district of Western Assiniboia and Southern Alberta.

AS you leave Brandon the country shows fewer signs of cultivation, although some of the land in this district looks like good soil. Probably it is held too high by speculators. On reaching Whitewood I drove out seven or eight miles northward, where some excellent land was to be seen. This is mostly rolling prairie, broken here and there by scrub and bluff. In some places there are a good many sloughs, and this is particularly the case close to the town; but I believe, when the land is properly cultivated, these will to a certain extent disappear.

We were at Whitewood on "Orange Day," which was celebrated here in the morning by a procession, headed by a horseman representing King William, and in the after-

noon by driving and horse races, and other sports.

I spent two days at Whitewood in selecting land, and having chosen some, went on to Regina. In the immediate west of Whitewood the land does not appear so suitable for cultivation; but soon a broad, open prairie unrolls itself, and as I reached Broadview I noticed many signs of cultivation on each side of the line. From this point westwards the land is pretty well settled. It was the most open country we had yet seen. Here was the boundless prairie of boyhood's tales in its native aspect. One could see apparently for a distance of twenty or thirty miles. The horizon seemed drawn up by the sun, if such an expression may be used. It must be a kind of mirage that makes the distance so plain. The crops in this district were not nearly so forward as in Manitoba, where, indeed, much grain was in full ear; but here few crops were even bursting into ear. The soil is a rich black loam. At Indian Head we reached the largest initial wheat shipment market in Canada. There are nine elevators to receive the large quantities of

grain grown in this district. The land hereabouts and right on to Regina is mostly flat, open prairie, with a clay subsoil. Round about Regina all the land is either farmed or held by speculators for the rise. At some distance from the town and railway, say five to ten miles away, land was to be had at ten to eleven dollars per acre, but as you got nearer the town it ran as high as twenty to forty dollars per acre. In the 1902 season, the average yield of wheat in the Regina district was nearly 24 bushels per acre as compared with an average of 22.3 bushels for the whole North-West Territories of the Dominion.

Round about Regina the soil is a deep clay loam, admirably adapted for wheat. There is any amount of soil near the city, and close to the Canadian Pacific Railway for many miles westward still untilld; wheat-growers will find plenty of land of the best quality, and need not go two or three hundred miles further north—for the present at any rate. There are both mixed and wheat farmers in Canada. The farmers who go in for mixed farming have always got their

hands full, but are certainly in a safer position than those who grow wheat alone. The wheat farmer pure and simple, however, is not without his compensating advantages. During harvest time he works from early morn till late at night, but as soon as the frost sets in, and right through the winter, he has little to do. When the farmer breaks his land he uses a three- or four-horse breaking plough, taking a furrow of from twelve to twenty-four inches, according to the soil and his strength in horseflesh. For back-setting or ploughing stubble, a single- or double-furrow plough will be used, with three, four, or five horses, according to the soil and furrow. There is invariably a seat to the plough. A single-furrow plough with a seat is called "a sulky."

During the time we made Regina our headquarters we drove about the surrounding country. Once we drove some fifty miles north of Regina to the east of Long Lake, where the land is at a higher elevation. The settlers seem well satisfied with this district, although personally, if I were choosing land for wheat-growing, I should prefer the strong



PLOUGHING IN WESTERN CANADA: BREAKING UP THE PRAIRIE
(See page 56)



THE TOWN OF CALGARY: AN IMPORTANT RANCHING DISTRICT
(See page 60)



clay land around Regina to such thin gravelly soil as was the predominating feature between Lumsden and Sifton.

From many inquiries addressed to farmers in the wheat districts, I gather that the average cost of growing an acre of wheat is 11 or 12 dollars, or about 45s. If we then take an average of twenty bushels per acre, it works out at 18s. per quarter; add to this 4s. for farmer's profit, and we have a total of 22s. as the price at which a quarter of wheat can be profitably produced and placed on cars at an average shipping point in Western Canada; to this must be added 8s. to cover freight to the United Kingdom and merchant's profits for handling—total 30s., at which Manitoba wheat can be delivered to us. Then, again, good seasons would slightly decrease, and bad ones proportionately increase the cost of production.

The carriage rate to Fort William, the shipping port, averages about 3s. per quarter, bringing the cost of the wheat at that stage of its westward pilgrimage, including the farmer's profit, to 25s. per quarter. The following rates on grain from various points

on the Canadian Pacific Railway to Fort William may be of some interest. They are reckoned in cents (5 cents are equal to $2\frac{1}{2}d.$) per 100 lbs. freight, viz. :—

	Cents.
From Winnipeg	14*
Brandon	16
Rapid City	17
North Portal	20
Saskatoon	26
McLeod	26
Prince Albert	29
Red Deer	29
Edmonton	30

The region between Regina and Moose Jaw is also farming soil, but good farming land practically ceases at the latter point. From Moose Jaw westwards for hundreds of miles the country is not adapted for farming. All along this great stretch of the North-West Territories not a tree is to be seen and but little grass; in fact, for a long and dreary way the traveller will hardly see a living thing as he looks out of the windows of his car, until he reaches Swift Current, which may be styled the gate of the ranching

* These figures are subject to variation.

district along the main line of the Canadian Pacific.

Western Canada is a good field for the sportsman. In many places the prairie chicken seem more numerous than do partridges in England, but what is even more striking is the myriads of wild duck, geese, and other wild fowl one sees wherever there is a lake or lagoon.

There are also many districts where big game is found, such as bear, caribou, moose, elk, antelope, and other deer; but the Game Laws are very strict, and sportsmen are only allowed to kill a certain number of any one kind in the same season. In addition to the above, there is the prairie wolf or coyote, as he is called; he, being an enemy to the farmer, may be killed at all seasons.

Very destructive animals also are the little gophers, so numerous on the prairies; they do considerable damage to the farmers' grain crops; they are in appearance between a squirrel and a rat.

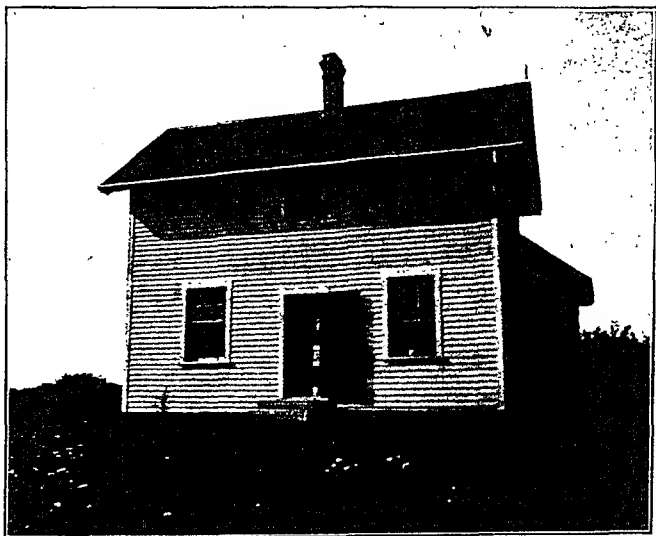
CHAPTER VII

First glimpse of the Rockies—Dr. Fry's agricultural college at Red Deer—The mixed farming district of Northern Alberta—Strathcona and Edmonton—The Peace River district and the Chinook winds—The coal-fields west of Edmonton—Individual capitalists *versus* syndicates—The wrong and the right class of settlers—American syndicates—The North-West Mounted Police—Indian races and sports.

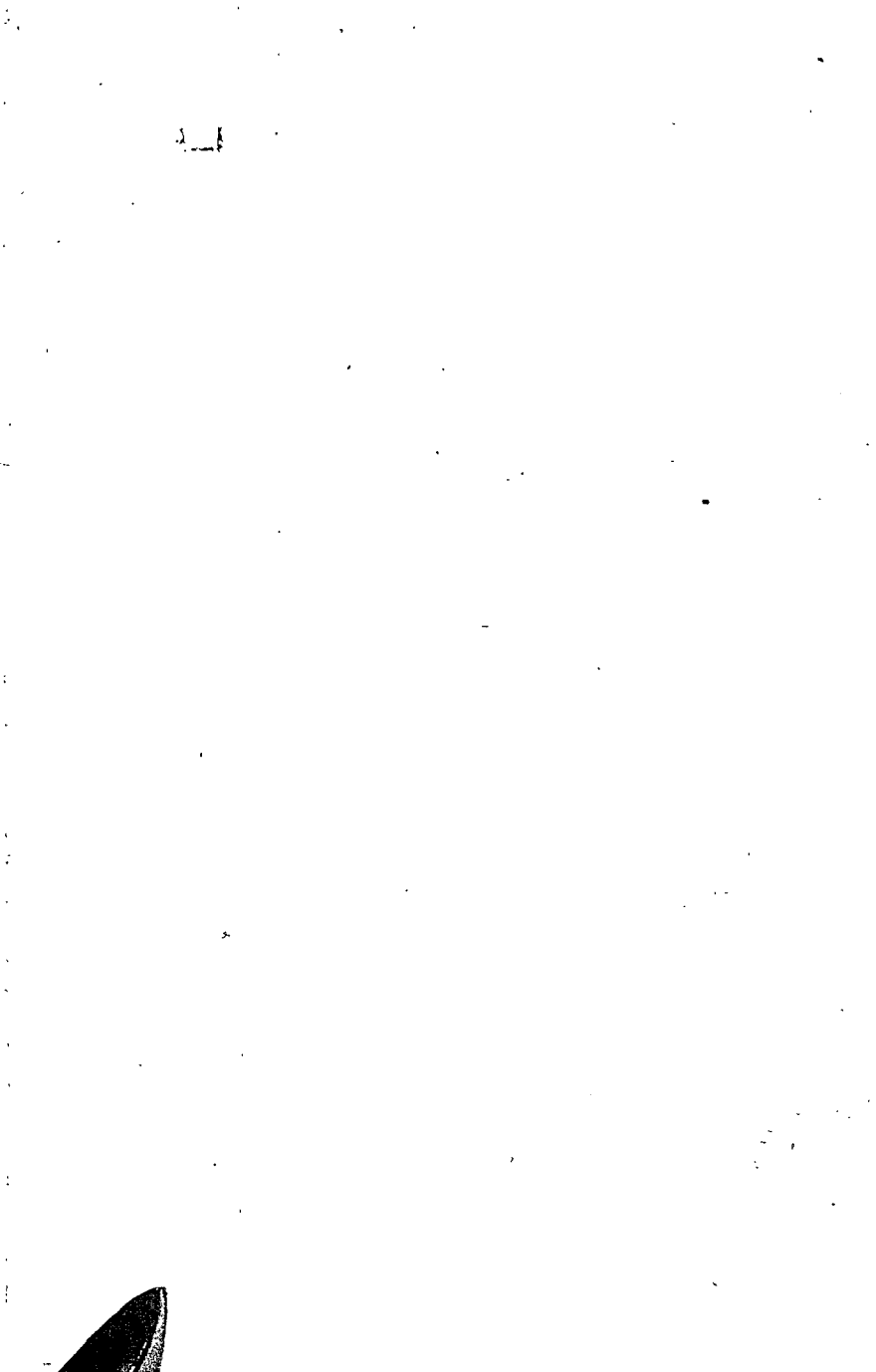
AS night fell after we passed Swift Current we saw little of the ranching country till within seventy or eighty miles of Calgary. A drive out of this town some twelve or fourteen miles to the south disclosed some luxuriant cereal crops; the grass here is also good, as regards both quantity and quality. I brought away a sample of oats grown in 1902 by Mr. Thomas Hollinshead, an English colonist living at Midnapore. This gentleman stated that he had grown 78 bushels per acre; the natural weight must have been 44 to 46 lbs. per bushel as the grain came down the delivery



A SETTLER'S HOMESTEAD, WESTERN CANADA
(See page 65)



A SETTLER'S HOUSE, WESTERN CANADA
(See page 65)



spout of the threshing machine. I never dreamt that oats of this quality and weight could be grown in Canada; certainly I have never seen among Canadian produce imported into England such as these. Evidently there are parts of this district adapted for grain as well as ranching. Some fine stout malting barley raised here was a striking witness to the value of this soil and climate.

The pair of bronchos which took us on this occasion had only borne harness for seven days. Seven days before this they were so wild that they had to be thrown before they could be harnessed for the first time. It was perhaps a rather adventurous drive, but we took the risk, though there was a lady in our party. Long before Calgary is reached, the Rocky Mountains, which are sixty to eighty miles away, loom in view; the sight presented by the snow-capped peaks, as the rays of the rising sun glinted over them, causing the white crags to sparkle like crystal, was one never to be forgotten. At Calgary the English element is much more pronounced than in any other town of the Canadian West. The country for some fifty

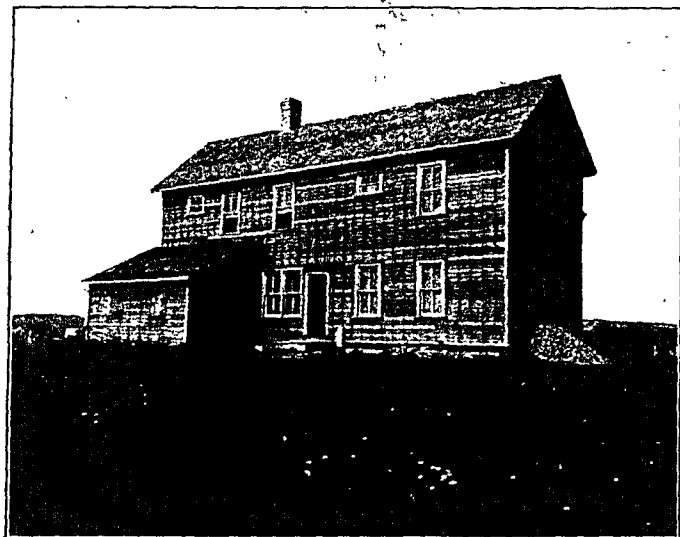
to sixty miles north of Calgary is of the ranching type; the soil is generally gravel and rather thin, but nearing Red Deer the land alters, turning to a black loam, with traces here and there of alkali. Here the ground is very broken, and being covered with trees and scrub, presents a park-like appearance. At Red Deer the prevailing soil is black loam; there is some sandy ground, but east of the town the subsoil is mostly clay. Driving through the prairie many sloughs are seen, but still it is an excellent soil. There is a daily service of trains between Calgary and Edmonton, which meet at Red Deer about 12.45, where both trains stop half an hour to allow passengers to lunch.

About three miles and a half east of Red Deer there is a private school farm called "Berkhamsted Farm," which is owned by the Rev. Dr. Fry, headmaster of Berkhamsted School, Hertfordshire. It seems that boys on leaving the school are allowed, if they are considered suitable, to enter this school farm in the Canadian Far West, where they can learn farming as practised in that part of

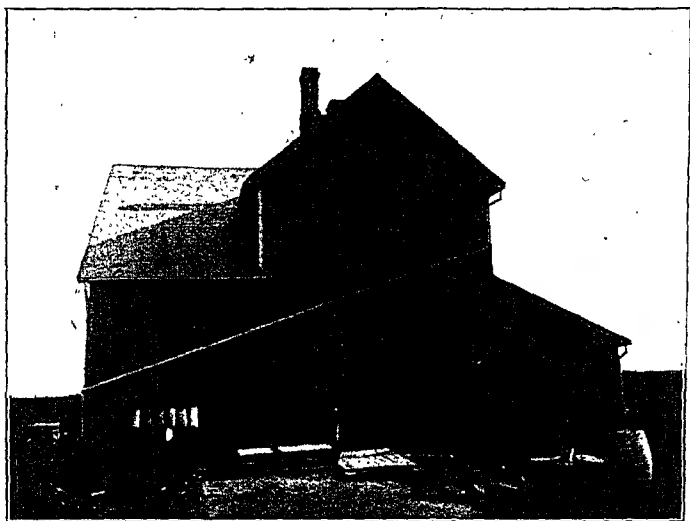
the Empire, with more comfort to themselves and quite as well as if they had engaged themselves as hands on an ordinary Canadian farm. At first a moderate sum is charged for the pupil's instruction, but it is understood that as he becomes proficient he receives wages according to his value. This school farm for training Berkhamsted boys must not be regarded as a place of idleness, such as I fear both Oxford and Cambridge are often made by young men of indolent nature. Here every lad has, metaphorically speaking, to put his hand to the plough and take his fair share of the work of the farm. For that matter, in no other way could he gain a practical knowledge of such farming as will be of service to him in Canada, where the farmer must lead a strenuous life. Some people may consider paying a premium to teach a lad farming a waste of money, and in a general way it is not, in my humble opinion, a practice to be encouraged. But in this particular case tangible advantages appear to be received for the premium. Besides, Dr. Fry has to pay a manager and housekeeper to look after it. The farm is

under the management of Mr. B. Greene, who is a younger brother of Mr. C. H. Greene, M.A., second master at Berkhamsted. He has been out in Canada for some seven or more years. I found the pupils dwelling in a newly-erected house, roomy and comfortable. Here the lads seemed quite at home—a word of which they must appreciate the meaning, especially in winter.

The climate in this part of the North-West is not so severe as in Eastern Canada. Winter wheat can be grown, but this district appears to me best adapted for *mixed* farming, at any rate until the population grows. If I had to make a choice here between grain culture and cattle raising, I should certainly choose the latter, for though big crops of grain of excellent quality can be grown here, the freight to the eastern seaboard must cut deep into, if it does not altogether shear away, the margin of profit. At the same time the mining districts of British Columbia will take a continually increasing quantity, and as soon as the new transcontinental railway, the Grand Trunk Pacific, is in operation to Port Simpson on



DR. FRY'S SCHOOL FARM, RED DEER: FRONT VIEW OF HOUSE
(See page 62)



DR. FRY'S SCHOOL FARM, RED DEER: SIDE VIEW OF HOUSE
(See page 62)



the Pacific seaboard, there will be a large quantity of wheat exported to China and Japan; and directly the Panama Canal is working it is considered that the freight to Europe will be less *viâ* this route than overland and the Montreal route.

The further north one travels, as shown by our journey from Red Deer to Edmonton, the more wooded does the country grow; the trees get bigger, till one is reminded of parts of the Province of Ontario, with this difference however, that the soil here is generally much richer. This was the most picturesque district I had yet seen in North America, the woods and thickets giving that sylvan touch to the landscape which the rich prairies of Manitoba lack. It is remarkable how many settlers this part of the country has already attracted.

Strathcona, the terminus of the Canadian Pacific Railway, lies about one mile and a half south of Edmonton; the two places, which may be called twin cities, are connected by a short line belonging to the Canadian Northern Railway. This short section of line is separated some considerable

distance from the Canadian Northern main system. There are some 7,000 people in and around these two places. A good deal of land north, east, and west of Edmonton is settled. This town is among the most progressive in the North-West Territories; its citizens have *a robust faith in its future, apparently with good reason*. There is every prospect that in the near future the Peace River country of Athabasca will be opened up; as it is, civilisation is making fast strides in that direction. Settlers are already to be found 300 and even 400 miles north of Edmonton; it is said that they find the climate there milder than even that of the latter town, owing to the warm Chinook winds from the Pacific which blow freely in that direction. West of Edmonton coal is found in abundance for a considerable distance along both banks of the river; at some time, probably not far distant, these coal-fields should prove a source of wealth to this town, causing it to become a flourishing centre of industry. It is well to note that other railway lines should shortly reach this point, and it will then probably be in direct

communication with the Pacific coast. Already there is a fair local market for agricultural produce, with a considerable and growing demand from British Columbia. Here there seems a fair opening for the man of capital, who wishes to increase it.

The individual capitalist has this advantage over a syndicate, that he knows what he is doing with his money all the time, and is more directly concerned in its fate than any other individual on the globe. In new countries, where capital is scarce, the interest which can be secured for its use is usually on a generous scale, and Canada seems to me no exception to this rule. There is no doubt that in Canada the man with a moderate capital and some brains has a much better chance of amassing wealth rapidly and honestly than in England. Not enough of the right sort of capitalists appear to have gone out to Canada from the Old Country. Young fellows without experience of the business side of life, who too often are quite unfit to handle any money at all, can do no good to Canada or to themselves. These are the sort who soon lose all, sink into the

category of "remittance men," and become an eyesore to the "gritty" and thrifty Canadians. The settlers who are wanted and will do well in the Dominion are "brainy" young men, who are not afraid to work hard and who are content to leave their money in safety at home for a year or two, while they light on some spot or other in Western Canada where they can earn their living while studying the means and ways of making good use of their capital later on. Men of this description, who can "size up the situation" correctly, are bound to prosper in the Dominion. All the better for it and for the Empire if they are British.

While pointing out the opportunity which Canada (which is now in much the same stage as the Western States of the Union passed through twenty to thirty years ago) presents to the alert and industrious man of moderate means, I do not wish to disparage the syndicate, which in new countries can often render priceless service, provided its funds are under the right control. But all depends upon the fulfilment of that condition. There are, as a matter of fact, any number of syndi-

cates now at work in the Canadian North-West, but the pity of it is that in nearly every case they are working with American and not British capital. As a detail, most of these American syndicates are doing very good business. I have already remarked that the majority of the land companies were got up in the United States. During the past few years three syndicates have purchased large tracts of land along the Canadian Pacific Railway for which they paid from one and a half to four dollars (roughly 6s. to 16s.) per acre. As in July last it was barely possible to buy any wheat land in that district under five or six dollars (20s. to 24s.) per acre, some idea may be formed of the immense profits which must have been realised during the past two or three years by these American speculators.

About eighteen miles north-east of Edmonton is Fort Saskatchewan, an important post, held in some strength by the North-West Mounted Police. This is a fine force, composed of carefully selected men, which has done, according to the unanimous testimony of Canadians, yeoman service in the

North-West Territories. These men are as much dreaded by evil-doers as they are praised by those that do well. There are evil-doers even in the Canadian prairies, though crime is rare. But the mounted police are bound to have the man who wantonly raises his hand against his fellow-mortal. It may take a long time to run him down, because this is a spacious and thinly populated country, but though the hunt may be long, these sleuth-hounds of the law are sure. In one case it took upwards of two years and cost 100,000 dollars (about £20,000) to secure a certain murderer, but the police doggedly stuck to the trail, and laid hands on their man at last. The duties of this force are varied and extensive, but it is all in the day's work. While I was at Edmonton towards the end of July, 1903, a party some seventy strong started north—they were going 300 to 400 miles north of Fort Saskatchewan—to protect the wood buffalo. Reports had come down that the Indians were killing these animals, which, but for timely protection, would be likely to share the fate that overtook the ordinary buffalo not so many



DR. FRY'S SCHOOL FARM, RED DEER: SOME OF THE OUTBUILDINGS
(See page 64)



AMERICAN SETTLERS FROM MONTANA PASSING THROUGH CALGARY
TO RED DEER

(See page 73)



years ago. The herds that roamed free over the prairies from the lakes to the Rocky Mountains have been wiped out by wanton and indiscriminate slaughter.

The Peace River district of Athabasca is well spoken of in every respect, and it seems pretty certain that the next northward rush of settlers will make this its objective. The climate is said to be even milder than that of Northern Alberta, owing to the prevalence of warm Chinook breezes which blow from the Pacific Ocean, as I have already noticed. The soil, if we are to judge by its products, is well adapted for farming; at any rate, the wheat which took the prize at the Chicago Exhibition was grown in this district.

We visited an Indian camp in Alberta, and with the assistance of an Irishman who knew the Indians, and a little spare cash, we got some of them to allow us to take their photographs. As a general rule it is a most difficult thing to get the Redskins to allow one to turn the camera on them. I had many times previous to this tried to snapshot them, but immediately they saw the

camera they would either turn their backs on me or place their hands before their faces.

Before finally leaving Calgary on our return from Edmonton, which, as already noted, is the centre of the ranching country, I witnessed, on July 24th, an interesting display of some Indian sports. Here the Red man was to be seen in all his glory. Braves and squaws were there in native and picturesque costume, the "better halves" being decked in especially gorgeous attire. The horse-racing was well worth seeing, while the foot races showed that the Indian's reputed fleetness of foot is no mere myth. Many tribes were represented, but the Blackfeet and Stoney Indians were most in evidence. The former emerged victorious from the tug-of-war after one of the toughest and most exciting pulls it was ever my fortune to witness.

A softer touch was furnished by the *papoose* show; jolly-looking mites these Indian babies are, with chubby cheeks and large eyes. The squaws were as proud of their babies as any Christian mother could be, and decked them in finery equal to their own. The sports were concluded by a grand

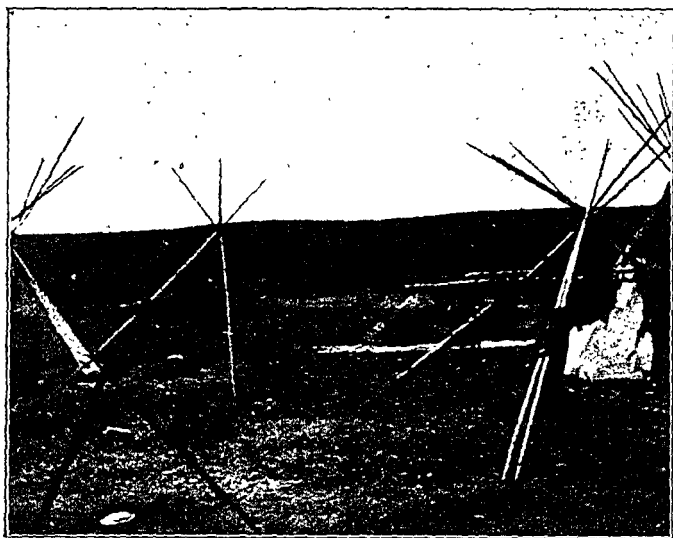
pow-wow, or formal palaver, in which all the tribes took part.

During our stay at Calgary there were a considerable number of settlers travelling northward to Red Deer, Edmonton, etc., amongst them being two brothers with their wives and families from Montana, passing through the town on their way to Red Deer, near where they had taken up land for homesteading. They had already travelled some 350 miles in their "prairie schooners" (as their covered conveyances in which they travel and sleep are called), and were going another 120 miles further north. I asked the elder brother whether he was a Canadian or American, and his reply was as follows: "I was 'Murrican three weeks ago, but I guess I'm an Englishman now." And from the way he spoke one would have thought he was proud of it. Of course, whenever a foreigner takes up land for homesteading he must become a British subject; this is one of the conditions of homesteading in Canada.

CHAPTER VIII

Banff (hot springs) : the National Park—Laggan and Lakes in the Clouds—Forest fires—A landslip—The large trees of British Columbia—The salmon fisheries near Vancouver—The Kootenay mining district—The disaster which destroyed the town of Frank in April, 1903.

LEAVING Calgary, we turned our faces towards Banff, on the Bow River; as we got nearer to the Rockies we gradually passed out of the ranching districts. The grand but bare peaks of these mountains loomed large and rugged before us. On drawing nearer to Banff, however, the view grew more varied, the towering, grey crags being toned down, as it were, by the green fir and other trees that partly clothed the sides of the lower peaks. The sight brought to my mind the aptness of the poetic phrase "all refreshing green." The scenery round Banff is really grand, and on no account should the traveller omit a trip up the river, which will give him a full view of



AN INDIAN CAMP

(See page 71)



A COLONIST TALKING WITH INDIANS

(See page 71)



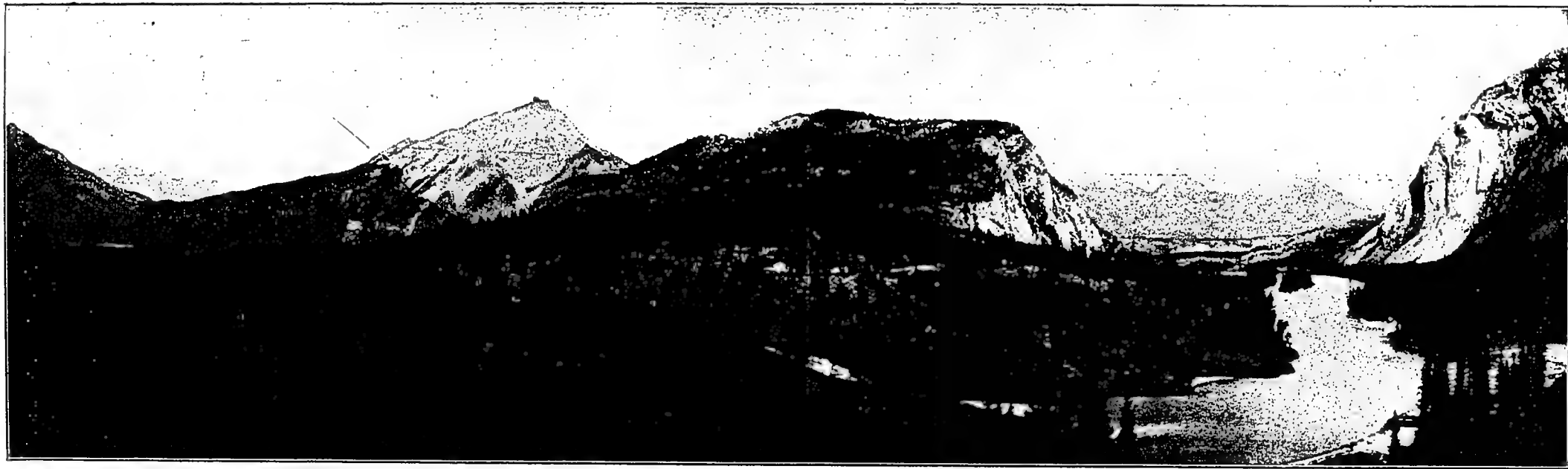
the beautiful Bow valley. The C.P.R. have a first-class hotel here pleasantly situated. This is about the centre of the Canadian National Park, with its buffalo corral, where a remnant of the mighty herds that once roamed all over Western Canada is religiously preserved. One herd is still kept, as we have seen, in Silver Height Park, near Winnipeg. A feature of this district is the sulphur springs, which are supposed to have such beneficial effects on the rheumatic. The temperature of these springs ranges between 60° and 125° Fahrenheit. Two or three days should certainly be spent here, but if time allowed, a much longer stay might be made with pleasure and profit.

After Banff our next stopping-place was Laggan, whence a drive of two and a half miles took us to the Canadian Pacific Railway Châlet, which stands at the east end of Lake Louise, one of the Lakes in the Clouds. From here a fine view can be obtained of the lake and the mountains in which it is framed. After breakfast a walk brought us to the other Lakes in the Clouds, namely,

Mirror Lake and Lake Agnes. The former is two miles and the latter about half a mile higher up the mountains. From this point a grand view may be obtained of all three lakes, while many others may be seen glinting in the distance. Just below the blue waters of Lake Mirror were reflecting the surrounding scenery with an effect beyond words.

Ascending still higher to Mount Purvie, 8,630 feet above sea-level, we were rewarded with a yet ampler panorama of the lakes, of the valley below, and of the massive range of peaks and crags on the other side of the great valley. There is an infinite charm about these lakes and peaks; with each change of light, fresh beauties seem to disclose themselves. Never shall I forget the view that greeted me as I looked out of the hotel window at six o'clock on the morning we left Laggan. We had been called in good time to catch the train, but we were well rewarded by the magical effect produced by the morning sun as its rays caught the snow-topped crags and the steely blue glacier that overhung the further end of





A ROCKY MOUNTAIN SCENE NEAR BANFF

(See page 74)



Lake Louise. No words, no brush, could convey an idea of that glimpse into fairyland. The pure white of the mountaintops, and the snow as it lay on those towering peaks, was a dazzling splendour, touched and softened by half a dozen varying rose-tints, the reflection of the glorious sun; meanwhile the glowing crags and the illuminated glacier are themselves mirrored in the placid bosom of the lake. We had each and all turned our cameras half a dozen times in the direction of Lake Louise, from different points and in different lights, but all with one accord took one snapshot more at that vision of loveliness.

From Laggan the railway makes its way to Field. The train keeps on climbing upwards for about six miles till it reaches the Great Divide, where the water splits, one stream eventually reaching the Pacific and the other the Atlantic. The scenery is very wild, but of indescribable grandeur. As we pass through the Kicking Horse Pass the cameras are busy, and passengers are rushing from one side to the other of the observation car. On either side of the line could

be seen the grim work of forest fires ; there stood the bare and blackened trunks of pine and spruce trees, completely shorn of the green leaves which had once decked them. These fires are characteristic of Canadian forests ; fortunately the damage thus done is not irreparable. Young trees soon shoot up again, the ground between the bare tree trunks being occupied by young spruce and other saplings which are destined to grow till again a green forest is seen, broken here and there in its younger days by a few gaunt and bare trunks, relics of the devastating flames. But fire is not the only agent of destruction in Canadian forests. As the trees age and wither, they are liable to be uprooted by the storms and gales that sweep over the great North American continent. A forest in Canada that is untouched by the axe is apt to present an unkempt look ; trunks of uprooted trees lie about in all directions, and make the wayfarer's progress difficult, to say the least. It is easy enough to lose oneself on the prairie, but in the forest you not only have to be very careful how you walk, but unless there is a properly defined track you





A ROCKY MOUNTAIN SCENE FROM THE BOW RIVER NEAR BANFF

(See page 74)

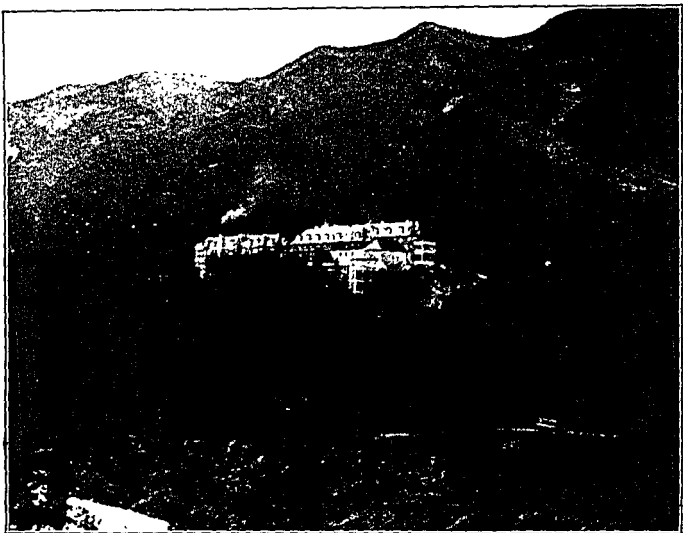


stand a good chance of losing your way absolutely.

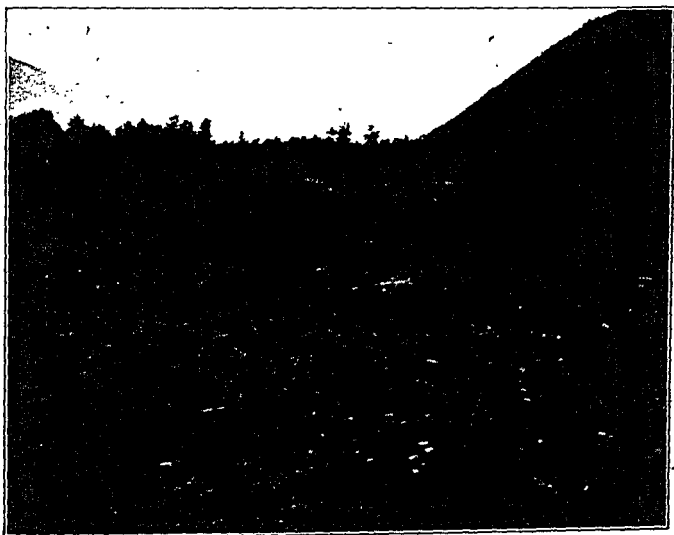
The scenery between Field and Glacier House is not so striking as that which met us on the way from Laggan to Field. On arriving at Glacier House at 2.30, lunch was served, and followed by a walk to the foot of the Illecillewaet Glacier. That walk was alone worth a day's delay at Glacier House. If the traveller's time permits, there are several mountain climbs from here, each excursion occupying a day.

Quitting this station just before nineteen o'clock (or seven p.m., as we call it), we had the opportunity till nightfall of admiring some grand scenery, the most striking view being presented by the Albert Canyon. As the sun sank we cast our eyes over the hills at our back, and there saw the clearest and bluest sky we had ever beheld. The golden sun had, indeed, gone; but that clear azure was marvellously set off by the long range of snow-capped hills. Owing to the danger of avalanches, the C. P. R. have found it necessary to construct a good many snow-sheds, for the safety of the trains.

At four a.m. our train was stopped at Ashcrofts, and there we had to wait for nine mortal hours. The cause of the delay was a landslip some eight or ten miles ahead; there was nothing for it but to wait till the line was clear. Then we started off at a rattling pace, taking precedence of the Trans-Continental Express, which was also hung up at this spot, having arrived there some hours before us. But our train, the Imperial Limited, was a faster one, and so we had the start of our companion in misfortune. The scenery hereabouts was not so striking as that which we had just passed through. The sides of the surrounding mountains looked rugged and bleak for lack of vegetation, though spruce and such-like trees were thinly scattered along the lower spurs. The line follows for a long way the banks of the Thompson River, but later on strikes the Fraser River, where the scenery again becomes picturesque enough to attract passengers into the observation car. We stopped at the railway hotel at North Bend for a late lunch, as the stoppage had caused a serious delay and time had to



THE CANADIAN PACIFIC RAILWAY COMPANY'S HOTEL AT BANFF
(See page 75)



A BUFFALO

(See page 75)



be made up. As we approached Vancouver there was some good farming land, and the trees were taller than any we had previously seen in Canada. Clearly this is a lumber region. We passed the still smouldering remains of a very large timber (saw?) mill at Harrison River which had been burnt down about a week before.

We were now getting near to Vancouver, in British Columbia, and the further we went the more densely were the sides of the mountains covered with trees. These loomed bigger and bigger till Vancouver was reached, where grow some of the largest trees in Canada. One giant of the forest I took the trouble to measure had a girth of nineteen yards at the base; an old trunk was twenty-two yards in circumference. The city of Vancouver, though it now rejoices in a population of some 32,000, is but seventeen or eighteen years old. In the first year of its existence it fell a prey to fire, but rose like the phoenix from its ashes, and stands to-day a monument to Canadian grit and energy.

Visitors to Vancouver should cross by the

ferry to North Vancouver and see the Capilano Canyon and its cable bridge. As this is eight or nine miles away, this little excursion is conveniently made in a carriage or on the bicycle. To see the scenes of forest desolation hereabouts, caused by wind and fire, is alone worth a visit. Vancouver is the western terminus of the Canadian Pacific Railway, and the seaport of Western Canada. From here there is an important service of ocean liners to Australasia and the Far East, including China and Japan.

This port is naturally a great centre of the timber trade, lumber being, as we have seen, one of the chief products of British Columbia. It is also the nearest outlet for the mining districts of this great province.

The salmon fisheries of British Columbia are renowned, and at Stevenston, near Vancouver, many great canning factories may be seen in full swing during the busy season, which lasts for about seven or eight weeks during the months of July and August.

The Indians of British Columbia seem of a different race from those in the North-West

Territories. They are mostly of coarser mould, but they have more taste for hard work, and in the canning factories we saw a number of Indian women, though the predominating element there seemed to be the Chinese. Vancouver, by the way, is full of Chinese and Japanese, who have come here from their distant homes to amass a little capital by strenuous toil.

We quitted Vancouver on August 2nd at 1.15 p.m. and had a pleasant trip through the Georgian Bay, where a school of whales was sporting about and giving a display of spouting which recalled the Crystal Palace fountains. Victoria, which was reached about seven p.m., has a population of some 22,000. I should consider it essentially a residential city. One would be inclined to ask why this place, situated as it is on the island of Vancouver and not on the mainland, was selected in the first instance as the seaport of British Columbia. The site of the present city of Vancouver was certainly a more eligible spot in every way. But it seems that in those days the Hudson Bay Company, then a paramount

power, had an important post in the island. Those who care for salmon fishing may have their fill of this sport around Victoria. Pulling in the large fish, which are worth catching, is quite an enterprise; a spoon bait is recommended. The country in the immediate neighbourhood of Victoria is pretty, and many pleasant drives may be had around.

We made a three-days' stay at Victoria, the capital of British Columbia, leaving for Vancouver on August 5th at one a.m., by the Canadian Pacific Navigation Company's boat—an enterprise which works hand in hand with the Canadian Pacific Railway, if indeed the two are not one and the same. As I looked out of the cabin window at 2.30 a.m. I was rewarded with the most lovely moonrise I had ever seen. A moon of a deep blood-red was just rising over the water. Four hours later we passed the salmon fishing fleet. It was a striking sight, that line of boats—there must have been many hundreds—stretching away for twenty miles or more. We had now seen the Dominion's seat on the Pacific, and that part of our

pilgrimage was done. Who that has seen Vancouver can doubt of its future? These are early days, but from small beginnings great empires grow. Already a few enterprising millers in the Canadian West are competing with the mammoth mills of Minneapolis for the flour trade of the further Orient. Last year, be it remembered, American millers shipped to China and Japan *via* San Francisco some 2,000,000 sacks of flour, in round numbers.

Turning our faces eastwards, we travelled by the Canadian Pacific main line to Revelstoke, where we struck south *via* the Arrow Lake through the Kootenay and Crow's Nest Pass Railway eastward to join the main line again at Medicine Hat. As we re-passed Harrison River we could see the ashes still smouldering of that fine saw-mill which had been burnt down a fortnight before.

The traveller who leaves Vancouver bound for Eastern Canada and wishes to post letters on the train should supply himself with stamps, for though the Canadian Pacific Railway have a telegraph office at all stations, and take

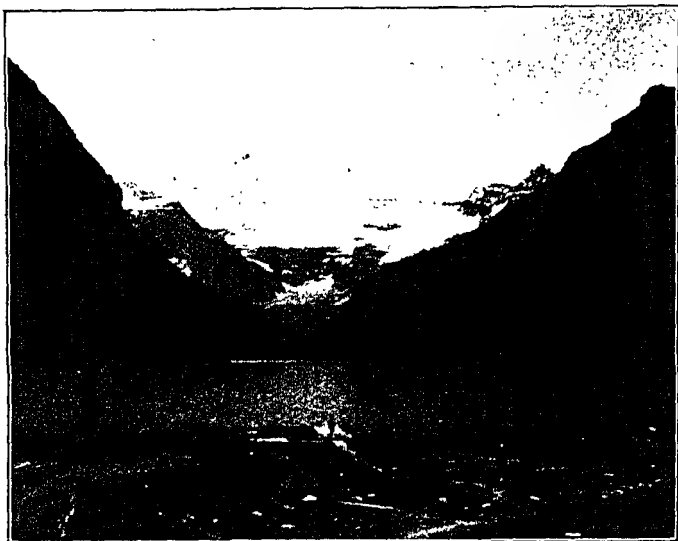
letters at most of them, yet at many of these stations a stamp is not to be had for love or money. At Revelstoke, for instance, where we had to wait an hour, there was not a stamp to be had; as a consequence our rather full letter bag could not be posted, or, as they say in this part of the world, "mailed" on the train. If stamped, letters may be posted on the train, whether moving east or west. Throughout the Dominion there is a power behind, or rather beside, the Government, and that is the Canadian Pacific Railway. It is the C.P.R. trains, telegraph, land, mails, and influence. The C.P.R. carries the mails for the Government. In fact, the very atmosphere seems saturated with C.P.R. But if great privileges have been granted to this undertaking, it must be admitted that it has done great things for both the Dominion and the Empire. It has provided British North America with an iron girdle and joined two oceans. Its administration is a model of efficiency. The Imperial Limited train leaves Montreal for Vancouver three times a week, taking less than 100 hours for a journey of nearly 3,000

miles. Yet this train is seldom late. The Daily Trans-Continental, which carries the mails for the Government, is sometimes a trifle behind time, but the one weak point in this on the whole well-managed Company seems to be the uncertainty as to *time* when travelling *viâ* the Kootenay and Crow's Nest Pass.

Reaching Revelstoke at 8.15 a.m., we changed train for Arrowhead, which lies twenty-eight miles away, but our engine broke down half-way. An hour's stop enabled the engine to get its breath again—in other words, to make sufficient steam to go on its way. From Arrowhead we had a pleasant trip along the Arrow Lake; making up for lost time, we reached West Robson punctually at 8.15 p.m.

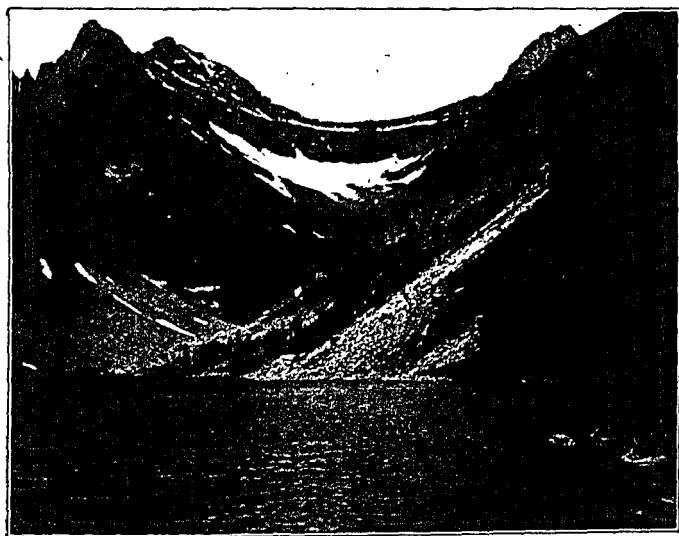
Entraining for Nelson, which is a run of about twenty-four miles, we got there just after ten p.m., but found that the boat on which we were to embark for Kootenay had not arrived; as a matter of fact, it was some hours behind time. As there was no chance of the boat getting in before 1.30 a.m., we made the best of the situation by retiring

to rest in the tourist car on beds improvised from the ordinary seats. About twenty minutes past one o'clock we were rudely awakened from a sound sleep by jerks that almost shot us out of our berths. Our first thought as we became awake was that another accident had happened, but it proved to be nothing worse than the engine coupling on to take us to the steamer. Once on board, some of the passengers lie down in the saloon and go to sleep then and there; others pay a dollar for a berth, but not without protesting that only half a dollar is due, as the night is half gone. The vessel began to move down Kootenay Lake about five a.m., and we reached Kootenay at ten a.m., only ten minutes late. In a few minutes an official tells us it is ten past eleven a.m., and we put our watches on an hour. At Kootenay Landing the train is an hour behind time, the report being that a train had jumped the rails. The country we have been traversing is essentially a mining district; here a good many gold mines have been opened.



LAKE LOUISE, LAKES IN THE CLOUDS

(See page 75)



LAKE AGNES, LAKES IN THE CLOUDS

(See page 76)

At Rossland, not far from Nelson, there are some very important mines, but during the year preceding our visit there had been much depression in the mining industry, and many mines had been closed. So severe was the crisis that the population of 9,000 dwindled down to some 6,500. This fit of depression was attributed partly to mismanagement and partly to over-capitalisation. But at the time of our visit there were many signs of revival, and miners were making their way back in large numbers. Rossland is a centre of copper-mining, while Nelson is more especially interested in gold-mining; again, at Poplar Creek, which is a little way from Nelson, some very rich finds of gold have been reported; these particular mines are said to be equal to any in the world as regards yield. As might have been expected, these finds brought quite a rush of diggers and others, sometimes 200 to 300 arrivals being recorded in a day. A little to the west of Nelson are some silver and lead mines. As we move westward we strike the coal-mining district, and at last we reach the well-known Crow's Nest Pass mines. This coal-

field is reported not only to be exceedingly productive, but also to yield coal of excellent quality. We traversed the summits of the pass about 8.30 p.m., and had a good view of the Crow's Nest Mountain, which obscures the sky. It is of a limestone formation, and is said to be constantly crumbling away.

Passing Blanmore we reached Frank, the scene of a great disaster some months before. To get an idea of the extent of the ruin wrought, one must see some of the effects of this convulsion of nature. The mountain had simply split in two and toppled over, as it were, and huge fragments slid into the valley below; some of these pieces of rock were cast as far as the opposite side of the valley and were actually carried up the sides of the opposite mountain nearly two miles away. The Canadian Pacific Railway was buried for a distance of about a mile and a half. The station also disappeared, while practically the whole of the village was swallowed up, and nearly all the people were buried alive. Great credit is due to the Canadian Pacific Railway for the energy with which the ruin was repaired. In sixteen days the section which

had been wrecked had been made good, though fresh rails had to be laid over nearly a mile and three quarters. The contractor who reconstructed the line told me of his marvellous escape in this disaster; he was at the time sleeping at a spot but seventy yards from where the huge rocks were hurled.

CHAPTER IX

Aridity of Southern Alberta—Back in Manitoba: the ripening of the grain and commencement of harvest—The probable effect that Mr. Chamberlain's preferential scheme would have on the settlement of Western Canada—Openings for settlers, viz. (a) those with small capital, (b) those with large capital; knowledge required; the tenderfoot should watch the nearest Canadian or American settler.

WE reached Macleod on the night of Friday, August 7th, at 11.20. This is essentially a ranching country, but at Lethbridge, which we passed at one a.m., there are well-worked coal mines. As we journeyed in towards Medicine Hat, the country presented itself as a bare and open prairie, suitable only for cattle raising. All this district, and for that matter, generally speaking, the land all along the Canadian Pacific line right up to Moose Jaw, is of the same character. It is prairie, in some places quite flat, in others inclined to gentle rolling, but mostly flat.

From a grain farmer's point of view the great defect of this section of the Canadian West is its aridity. Unless an extensive system of irrigation could be carried out, this part of the prairie is only fit for ranching. But the cost would be so heavy (on account of the immense area which would have to be watered) that it is an open question whether the game would be worth the candle, as long as so much good farming land in the Dominion remains unworked. But as population increases it is quite probable that some part of these arid lands will be profitably cultivated by means of this assistance. It is claimed that the climate of this region is milder than other parts of the North-West Territories, and some allege that winter wheat could be grown here profitably, and I believe this may be quite true if the soil could be properly irrigated. Nearer Moose Jaw there is a more fertile appearance about the land, and soon we struck the great wheat belt of which Regina is an important centre. I could not help thinking that any English farmer suddenly dumped down in this grain-bearing land would, as soon as he began to dig up

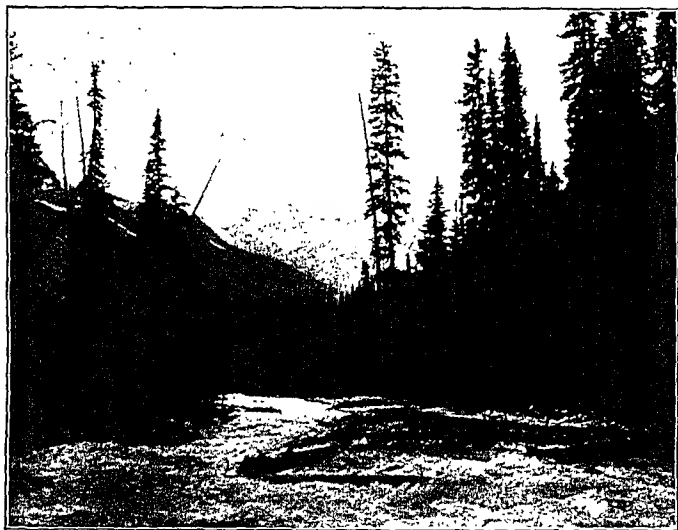
the soil, imagine himself in an earthly paradise. Well might he think so, seeing that with the money he pays away in one year in his native land for rent, rates, and taxes, he could buy here about as many acres as he farms at home. And this would be virgin soil, capable of raising him good crops of wheat without manure during the rest of his days. The alternative to manuring in this country consists, as I have already explained, in giving the fields under grain a rest every few years.

On August 9th we were back at Portage la Prairie, where a good deal of barley and oats had already been cut. A drive round showed very fair crops of grain, which was somewhat of an agreeable surprise after all we had heard about the drought. A few of the fields, it is true, did not make a favourable impression, but on the other hand we noticed some very heavy pieces, in fact almost too heavy to stand up. West of Portage la Prairie little grain was as yet cut. Then, as we approached Winnipeg, the proportion of land broken became so small that the eye as far as its vision reached seemed to

rest on naught but bare prairie, stretching away till it disappeared in the horizon. It seems a sin that so much good land, lying so close to the railway and to the city of Winnipeg (that budding Chicago), should not be made to yield the rich crops it could bear. This is no doubt largely due to this land being held for the rise by syndicates of speculators.

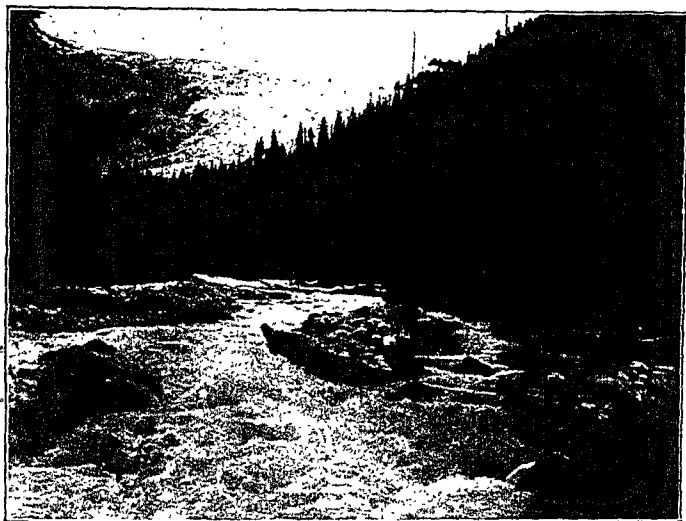
At Winnipeg we turned our faces southwards, with the United States as our objective. South of Winnipeg a good deal of grain was already standing in shocks, and in the neighbourhood of Morris a considerable amount of wheat had been cut. Between Morris and Gretna the same state of things existed; indeed one small piece had already been put up in stacks. This part of Manitoba appears to be the best cultivated; here nearly the whole of the soil has been broken up. In the territories North-West, on the other hand, the fertile ground has as yet been little more than scratched, and it is only reasonable to believe that emigrants will continue to flock in their scores of thousands to a land which is waiting for the plough.

Bearing this in mind it seems pretty safe to predict for Winnipeg a rank among the cities of the New World equal to that of Chicago to-day. Winnipeg is so situated that it is and must remain the distributing-point for the Canadian North-West. It can have no competitor so long as the Dominion of Canada remains intact. As to the rate at which the great unbroken wheat fields of the North-West will be brought under the plough, that of course must depend to a certain extent upon circumstances it is impossible to exactly forecast. Unquestionably, if Mr. Chamberlain's scheme should find ready acceptance, the rate of progress would be considerably accelerated. A preferential duty on wheat and meat would be calculated to quicken in a marked degree the present steady stream of emigration to the prairies of Manitoba and the North-West Territories. Assuming the present profit of the Western farmer to be four shillings per quarter on his wheat, or ten shillings to twelve shillings per acre (and I think this is a fairly approximate estimate), a preference of two shillings per quarter would be equal to 45 or 50 per



A MOUNTAIN TORRENT NEAR LAGGAN

(See page 77)



THE ILLECILLEWAET GLACIER, GLACIER HOUSE

(See page 79)



cent. increase on his profit. But the immense agricultural resources of Canada should not blind us to the fact that she has also the main requisites for industrial pre-eminence, to wit coal and iron. The manufacturing industries of Canada, which are as yet chiefly located in the Eastern Provinces, are more considerable than most people in this country realise. It is not surprising that that section of the Dominion should be solid for Protection. This, after all, is quite easy to understand; the Canadians have seen their neighbours in the States build up a great manufacturing industry by placing a stiff tariff fence between themselves and foreign countries, and they are not inclined to allow their young but promising industries to be stifled by foreign competition. They conceded to Great Britain $33\frac{1}{3}$ per cent. off their duties on manufactured articles, but they contend, and I think with perfect justice, that the capital sunk in their manufacturing interests must have some protection, even against the Mother Country, although I gathered that there was a general willingness to make further concessions in support

of Imperial preference. If, in Canada, the farmer has to pay a trifle more for his ploughs, reapers, etc.—which after all is only a small item in his bill of costs—he at least is free from the heavy income tax his brother in England has to bear ; but, in my opinion, he does not have to pay a higher price, as Eastern Canada produces agricultural implements largely and cheaply.

With regard to the openings before the settler in Canada, there is no doubt that for men with small capital, wheat-raising or mixed farming is the most hopeful outlook. Ranching—whether horses, cattle, or sheep are to be raised—requires a considerable amount of capital. Sheep, by the way, must be kept quite apart from cattle or horses, but the two latter can be profitably raised on the same ranch. No man can hope to do any good with a ranch, unless he can command at least £1,000, and if his capital be £5,000 his outlook will be all the brighter. It would not do, however, to run away with the idea that in this business capital can take the place of knowledge and experience. For a novice to take a ranch, however

well lined his purse might be, until he had spent at least one or two years with an experienced rancher, would be to court disaster.

As things are now in Western Canada, grain-growing or mixed farming offers the best chance to the man of small capital. Such a man can homestead a free farm of 160 acres. All he has to do is to apply for a grant of 160 acres, whereupon, by observing the not too onerous conditions specified below, he can in three years make himself the owner of his farm. The best course he can adopt is to get work on a farm not too far from his homestead, on which he must reside for at least six months out of each of his three years of probation. He can erect a shack or hut in which to sleep on his own ground for the required six months; and it should not be difficult for him to make an arrangement with the farmer for whom he works to cultivate at least five acres of his land in each year of the three, so that at the end of the term he may make good his title to the grant. His title once secure he can dispose of his farm, if so inclined, for from £160 to

£320 (five to ten dollars per acre) according to its position. Of course a man with a little money, say from £100 to £500, has a great advantage over one with no capital at all, because the former can begin at once breaking up his ground. If an American or Canadian farmer happens to be settled near, the newcomer will do well to take a lesson or two from him in farming as practised on the prairies. If the settler happens to have been a farmer in the Old Country he will do well to forget all about intensive farming; it is not wanted here. Let him do as his neighbours are doing and he will be all right. Farming in Canada is, after all, a much simpler business than in England. If in possession of the needful, the settler can buy another farm of 160, 320, or 480 acres, more or less, close to his homestead, at a reasonable price, say ranging between five and seven dollars (20s. to 28s.) per acre. The man who uses a little circumspection in his investment is almost certain to make a good profit on the price he pays. The Canadian Pacific Railway Company dispose of land on easy terms of payment. The purchaser has

to pay a small sum down, and the balance by six or ten yearly instalments. If the purchaser can pay the whole amount down, the Railway Company allow him a discount of 10 per cent.

CHAPTER X

Crossing the border to the United States—St. Paul and Minneapolis : the latter's big flour mills—St. Louis—The Arcadia Valley, Missouri—Pilot Nob Fort during the Civil War.

ON leaving Winnipeg for the United States the train was boarded by two United States officials, who warned us that we should be turned back at the frontier unless we could show passports; it was alleged that these documents were required by all who have arrived in Canada during the last twelve months. We had no passports, and as to leave the train meant a day's delay, we preferred the risk of being turned back, though that would have involved a return to Winnipeg for the pass and three *more* days' delay. We had an idea the officials were taking a little too much trouble, and, truth to say, this proved to be the case, as we got through without any difficulty.

Crossing the border, we entered the United

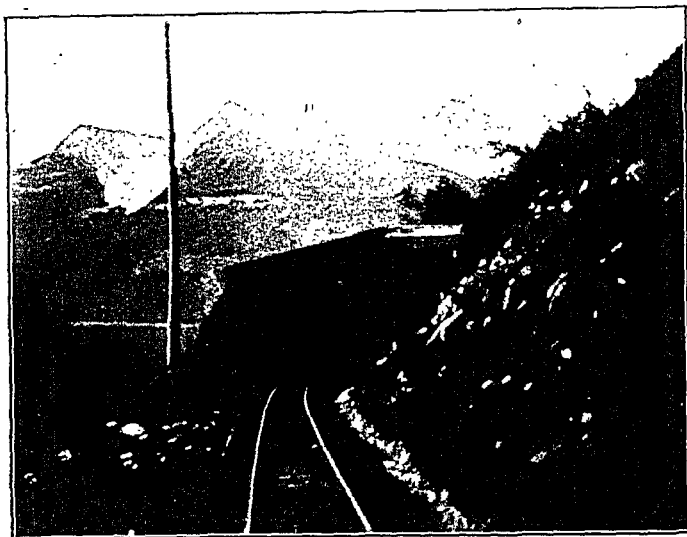
States between Gretna and Neche. At the latter place luggage is examined. We were still in the great open prairie. It was a grand sight. Between us and the horizon lay nothing but fields of waving grain, most of it fit to cut. Although on United States soil, we were still in the Red River Valley, which is renowned for its fertility. Now and again green trees, peeping out in sinuous lines along the eastern horizon, betrayed the banks of the Red River. We crossed it at Fargo. This, like Southern Manitoba, which we had just left, is a well-cultivated land. North and South Dakota and Minnesota, the three States of the Union in which spring wheat is king, as the Americans say, present from the cars the appearance of an endless succession of grain fields. We were travelling to St. Paul and Minneapolis by the Great Northern Railway, which runs right through the wheat-growing belt.

The twin cities of St. Paul and Minneapolis are both places of interest. Minneapolis has been termed the milling capital of the world. It certainly possesses the biggest milling capacity of any city on this globe. There

are here some thirty mills, capable of putting out considerably over 300,000 sacks of 280 lbs. per week. One of these, the Pillsbury "A" Mill, with its daily capacity of 15,000 barrels and regular output of 10,000, *is the largest flour mill in the world.* Probably Minneapolis could mill in a year about one half of the actual output of all the mills in the United Kingdom. The mills of Minneapolis employ 2,200 men.

From St. Paul to St. Louis we passed through some of the maize belt. The plants were well out in ear (in cob). The corn, as maize is termed here, was formed, but, on account of the lateness of the season, was not considered to be out of danger of frost nip for another month or six weeks.

St. Louis is a city of half a million people, and is clearly a busy place. It is well supplied with electric tramcars, which, however, have an evil reputation for killing or maiming a large number of people, although the average of one per day, so commonly talked of, is a gross exaggeration. At the same time there appears to be an undue amount of accidents. The streets are none



A SNOW-SHED IN THE "SELKIRKS"

(See page 79)



THE PRINCIPAL STREET IN VANCOUVER, B.C.

(See page 81)



too wide for the traffic, and the cars certainly drive along in the busiest parts of the city at an alarming rate. Passengers by the cars should be nimble if they would get either on or off the cars without mishap. The pace is anything between eight miles per hour in the city and thirty in the suburbs.

One feature of this city is the centralisation of the railway system. All the lines serving St. Louis run into one station, known as the Union, which is a very giant among railway termini.

St. Louis is one of the hottest cities I ever visited; during the warm weather 100° in the shade seems to be the correct thing. There is at times, too, a humidity about the heat which makes it doubly oppressive.

We visited the World's Fair grounds, where the great exhibition of this year was in active preparation. Several of the buildings were already completed, but of course a great deal remained to be done. The exhibition should be a great spectacular success, as the architects were putting up symmetrical buildings, not too high, but resplendent in white stucco pilasters and

columns. These structures are mostly separated by green avenues. St. Louis has set its heart on whipping creation with this exposition of expositions, and for years nothing else seems to have been talked of here.

Having relatives settled in the Arcadia Valley, which lies about 100 miles south of St. Louis, we thought we would pay them a visit. We had only seen three of these friends previously, and had no idea how many relatives we owned in this part of the world. Our surprise may be imagined when we were welcomed by a colony of eighty or ninety, all told. Four most enjoyable days were spent with these kinsmen, who proved kindness and hospitality itself. They gave up all their time to their British cousins, driving us around the country and pointing out the things of interest.

The Arcadia Valley is very picturesque. It lies between hills well clothed with oaks and other trees. From the sides of many of these hills granite of superior quality is quarried. Other hills in this valley are very

rich in iron. The mine at the top of Pilot Nob, one of the steepest of these hills, was worked out some years ago and abandoned. The top of it has fallen in to a certain extent. In the valley near the foot is a fort, or the remains of one, which played an important part in the great Civil War, the memory of which is still green hereabouts, though many of the doughty men who took part in it have been resting for more than forty years. This fortress was held by the Federals, or Northerners, for over a year. Looking at the fort to-day, one would hardly think its situation an ideal one for defence. But it must be borne in mind that in those days guns had not their present range. As events proved, it took a lot of taking. At last the defenders were so hard pressed that they evacuated the fort, making their escape at night.

The town of Ironton, Missouri, possesses two hub factories, which at the time of my visit had just been amalgamated; all the work was to be brought under one roof. Each plant had a capacity for completing one hub per minute. The two plants could

together turn out 1,000 hubs per day, and had enough orders to keep them running for two years. The oaks grown in this district supplied the raw material for these workshops, and as the wood was rather green it was steamed to get the sap out.

The line which runs from St. Louis through this place is the Iron Mountain route of the Missouri Pacific Railway Company. On these trains cars are reserved for white passengers, large-lettered notices to that effect being posted about. Hereabouts these notices appeared to be somewhat of a dead letter, but further south coloured passengers are not allowed in the same car with whites. Socially the man of colour is in much the same position in the Southern States as ever he was in the old days of slavery.

We arrived at Ironton on Saturday night. During the same night there was some kind of accident, by which the line was blocked for about fourteen hours. But what exactly was the trouble we could not find out. The greatest reticence is said to be observed in all such matters by American railway com-

panies, though this seems to me a mistaken policy. It is generally believed that the ratio of accidents is greater on American than on British railways, a belief which is probably well grounded. Most of the American railways have but one line, and I imagine that trouble sometimes arises from trains trying to pass one another on the same line, and finding out, when it is too late, there is not enough room. The system of level railway crossings, which is universal in America, where bridges and subways are almost unknown, is dangerous alike to foot passengers, horsed vehicles, and electric cars. As regards the latter, if they come to grief sometimes, it may be considered as a sort of retribution for the number of people they kill or maim in the streets of American cities.

The maize crops were late this season, being reported poor all over the country. But I must say the maize in this part of the world looked better than that along the Pennsylvania line from Chicago to Washington. I saw one plot of sweet corn which had been planted on June 22nd, and on August 17th

110 AN ENGLISH FARMER IN CANADA

was out in ear and nearly ready for eating. The plants were nearly nine feet high, which would mean a growth of one foot per week. Presumably the warm nights hereabouts favour this rapid growth.

CHAPTER XI

Chicago : the greatest grain market in the world; Armour and Co.—Washington ; the White House—New York : its sky-scrapers, elevated railways, the yacht races—Some impressions : should be more intercourse between British Canadians and Americans—Some Canadian and American customs—Railway travelling here and there : a comparison—Hints to intending settlers.

WE quitted Ironton on Wednesday morning, August 19th, and, passing through St. Louis, reached Chicago early on August 20th. We took several drives round the city, and also made free use of the electric cars. The first thing that strikes one in Chicago is the great height of the buildings. There is certainly an air of grandeur about the public buildings and business offices of this city. The new Post Office, which was nearly finished, is a lordly structure. The Masonic Temple has a height of about twenty-three stories (reckoning the outside construction at the top). From the

top of this building I had a grand bird's-eye view of the city. On a bright day—Sunday for choice, when the factory chimneys are no longer belching smoke—I should say one could get a better view of a great city from this point of vantage than anywhere else in the world, except possibly from the top of one of the sky-scrapers of New York. It must be noted that the city of Chicago lies practically on one vast flat plain. It is long and narrow; and it is claimed that Ashland Avenue and Boulevards, which extend beyond the city limits, constitute the longest street in the world. This city is girdled by a sort of endless chain of parks, linked one with the other by boulevards, through which one can take a forty-mile drive. These are pleasant places to look at and walk in, being beautifully kept; and the same may be said of the residential parts of the city in general. The cool breeze along the shores of the lake was a pleasant change after the overheated temperature of St. Louis.

The business parts of Chicago, which constitute the core of the city, are, it must be confessed, a great contrast to what may



LARGE TREE, NEAR VANCOUVER, B.C.
NINETEEN YARDS GIRTH AT THE BASE

(See page 81)



be termed its pleasure grounds outside. The streets are not too well kept, and offer a more or less untidy appearance. But perhaps this is excusable in a city of such mushroom growth as Chicago. Thirty-two years ago it was practically all burnt to the ground. As one looks round, however, it is hard to realise that this vast hive of houses is little more than a generation old, owing to the smoke-begrimed aspect of the buildings. The coal used is of a smoky nature, though it is cheap enough, being sold at the wharves at about a dollar to a dollar and a quarter (say 4s. to 5s.) per ton. The great need of the business part of Chicago is better scavenging. The streets, as an English lady's-maid remarked, "do not smell nice." This is the one blot on an otherwise fine city.

An immense trade is done in Chicago in grain and meat. We went all over the Board of Trade buildings and the floor of the Grain and Produce Exchange, thanks to the courtesy of the secretary, who gave us a ticket of admittance. Chicago is the greatest grain market in the universe, and to a certain extent rules the wheat markets of

the world. The fact is, that for many years the exportable wheat surplus of the United States has set the price of wheat in the importing countries. It is at Chicago that the value of this surplus is to a great extent adjusted by means of the "future" system. "Futures" and gambling are inextricably associated in the public mind, and undoubtedly speculation is the very essence of "futures" or "options." But it would be wrong to call the system of business at Chicago pure gambling. The man who buys or sells a "future" contracts to take or deliver so much wheat of a specified grade on a given date. It is not a purely fictitious transaction. This is not the place to discuss the mechanism of the "future" market, but, broadly speaking, "futures" and "options" seem to act as signal posts. They indicate, not of course infallibly, but more or less correctly, the trend of the world's markets. The "future" quotations of Chicago represent the odds laid by the keenest and best informed grain dealers of the greatest market in the world respecting the probable outcome in the near future of the statistical position

of wheat. The operator in wheat "futures" bases his bets—if you like to put it so—on the statistical position of wheat as near as he can read it, which of course is not to say that he has read it aright. But has anyone ever heard of a corner being engineered in Chicago when the elevators were chock full? The worst point about the "future" system is this, that it seems to somewhat exaggerate the effects of either scarcity or plenitude. The cotton famine is a case in point. But to attribute the present dearness of cotton wholly to the machinations of the Yankee gambler is to confuse cause and effect. Cotton is not dear because of the activity of the bull speculator; if the latter is going strong, it is because there is an undoubted shortage of cotton. Those who maintain that the fluctuations of wheat and maize in the past twenty years are due to the extension during that period of the "future" system had better explain why, during the same time, oats and barley have also shown great variations in price. But there are no "future" dealings in oats and barley.

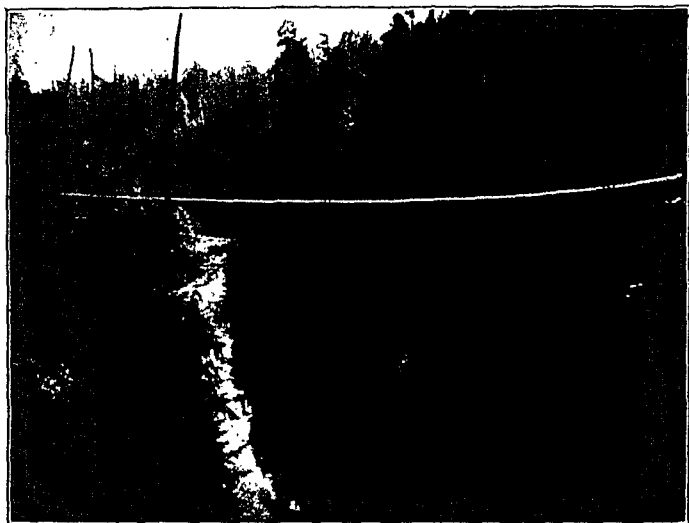
The wheat pit at Chicago is a sight to see and remember. Such elbowing and shouting is never witnessed in London. It is a strenuous, not to say feverish life, and the intense strain is said to cause many mental and bodily wrecks.

Chicago involuntarily brings to one's lips the name of Armour. The firm of Armour and Co., packers, grain merchants, and universal providers (or nearly so), is typical in its energy and push of the marvellously rapid expansion of the great city of Chicago, which from small beginnings has grown, in little more than a generation, into one of the greatest marts and busiest centres of industry the world has ever known. Armour and Co. are primarily packers, that is to say, they kill and prepare for market cattle, sheep, and pigs (known here as hogs) on the largest scale. They frequently slaughter in one week 25,000 to 30,000 head of cattle, 80,000 to 90,000 pigs and 30,000 to 35,000 sheep. All the meat in their yards is daily inspected by the authorities, and only what is thoroughly fit for human food passes muster. We saw at our visit some condemned diseased carcasses;

these would be boiled down for grease. A certain amount of meat is killed by the firm for the use of the Jewish community; the slaughtering is done under the eyes of a rabbi, who sees that the work of killing is carried out according to the Jewish practice. This meat is only considered good for ninety-six hours, and if unused, must at the expiration of that time be reinspected before being sold. The stockyards at the Union Dépôt—the latter, be it known, is the American term for a railway station—are the biggest in the world; sometimes 35,000 to 40,000 cattle, and pigs and sheep in like proportion, are received in one day. These gigantic consignments of live beasts and stock do not all go to Armour's; there are other great packing houses in Chicago, as for instance Swift's, but the former firm seem to be the widest-known members of the Chicagoan industry of packing, at any rate in England. They have several acres of cold storage, while the aggregate power of their engines (used mainly for refrigerating) figures out at 10,000 horse power. Automatic stokers feed the boilers and furnaces; two or three

watchmen patrol this section of the works and see that all is right. The firm owns 400 poultry farms, which are scattered all about the States. They have also packing establishments in four or five other cities of the Union. Every part of a carcass killed in their yards is utilised in some way or other. The very bones are made into knife handles, buttons, etc. Other parts of the offal go to make soap, grease, etc. One product obtained in this way is in great request in hospitals and surgeries for stopping bleeding. Messrs. Armour are also provision dealers, supplying cheese, butter, vegetables, and grain on the largest scale. Their operations on the Chicago wheat markets are second to none in extent, and too well-known to need comment.

A volume might be written on Chicago, its brief but eventful history, its present position as a business centre, and its future destiny. One glance at the map should be sufficient to mark this city's status among the queens of industry and commerce. It stands at the heart, so to speak, of the lake navigation, that inland sea of which the tonnage has



CABLE BRIDGE OVER THE CAPILANO CANYON, NEAR NORTH VANCOUVER
(See page 82)



A TYPICAL SCENE NEAR NORTH VANCOUVER, B.C.
(See page 82)



no parallel in the history of the world. By water, Chicago can forward such heavy goods as lumber and grain, right away to any of the Eastern States, or to Europe by the St. Lawrence, with which mighty artery of commerce it has unbroken water communication. America has been described as a land gridironed with railways; the whole vast network of lines that serve the North-West, the Middle-West, and the South-West seem to meet at Chicago, which is thus the nerve centre of the vastest system of land and water communications in the world. To Chicago are tributary, to use an Americanism, the great wheat and corn (maize) belts; the immense expanse of ranching country comprised within Montana, Wyoming, and Idaho comes within the wide circle of Chicago's influence.

These natural advantages would alone be sufficient to assure the supremacy of Chicago as a mart. But with plenty of coal and iron within easy reach, this city is also well furnished with the wherewithal of industrial greatness.

From Chicago we wended our way to

Washington, the seat of government in the United States. This city is owned by no one State of the Union; it stands in the district of Columbia, the home of the Federal Government. Washington is every inch a capital. The streets are broad and beautifully kept. Everywhere is a look of grandeur such as befits the first city of one of the mightiest States on earth. Very impressive are the public buildings and Government offices of Washington. The "Capitol" is a stately structure in the most approved classical style; among the State Departments, the Treasury and War Office are magnificently housed. The Post Office is also a grand building, under the wide roof of which are sheltered both the General Post Office of the United States and the Post Office of the District of Columbia. In striking contrast to these palatial edifices is the White House, the residence of the President of the United States. This is a bright, pleasant-looking villa, such as you might expect to see owned by the thriving owner of a dry goods store, but it is not a palace in the European sense of the word. Yet this comparatively





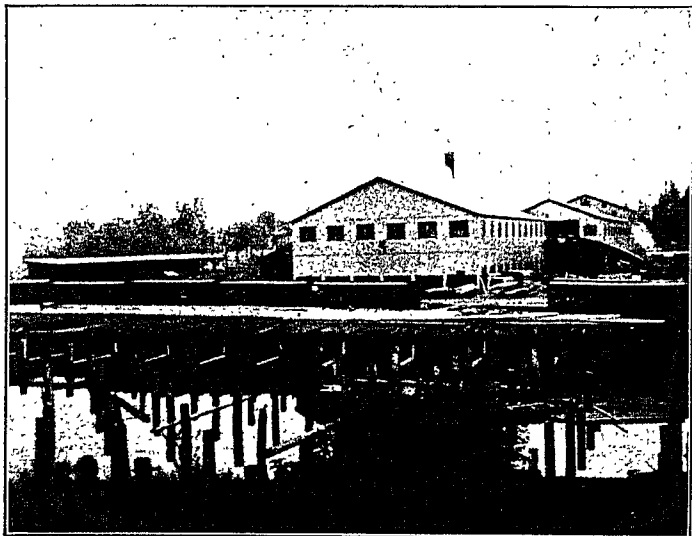
A TYPICAL FOREST SCENE IN BRITISH COLUMBIA, SHOWING THE RAVAGE BY FIRE AND WIND

(See page 82)



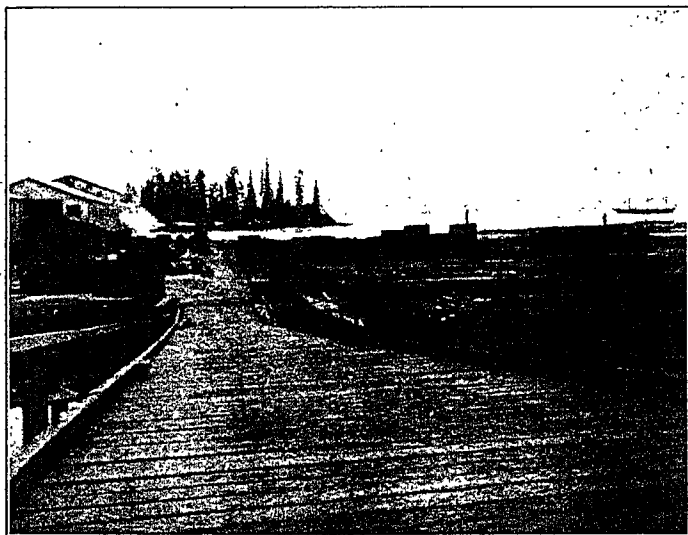
modest structure is much more in keeping with the origin and traditions of the Great Republic than would be any of the imposing edifices in which European monarchs are housed. George Washington, that stately gentleman of Virginia, who was the first President of the infant Republic, set an example of grand simplicity in both public and private life, to which his successors have all, more or less, lived up. Since the days of the founders of the Republic there have been many changes in social America. There has grown up a wealthy class, with an apparently insatiable appetite for vulgar display. To spend a small fortune, in the literal sense of the words, on flowers for one ball seems only decent providing to a New York millionaire. The silver shoes with which the horse of a Californian Silver King's wife was shod are still a living memory in Paris. But to a great extent Washington has remained unaffected by this craze for vulgar show. The salary of the President is but 50,000 dollars or £10,000 per annum. It seems hardly sufficient in these days when beef trusts have raised the price of one of the first necessities

of life, but hitherto no occupant of the White House has grumbled at his board and lodging, and not every American President has been a wealthy man, by any means. The present tenant of the White House has made an innovation on the practice of his predecessors by reserving the "House" for his private use and official receptions. The President has necessarily a large amount of business to transact; formerly the chief of the State worked with his secretaries in the White House, but President Roosevelt transacts all his business in an unpretentious building, which he recently had erected for the purpose, adjoining his official residence. One of the sights of this city is the Washington Monument, which is shaped like an obelisk; in fact, it brought to my mind Cleopatra's Needle on the Thames Embankment. But this soars upwards to the height of 500 feet, roughly half the height of the Eiffel Tower. An elevator ascends every fifteen minutes, taking thirty passengers at each lift. The bourn of this aerial pilgrimage is exactly 500 feet from the ground, and from this point we could see the surrounding



LARGE LUMBER MILLS AT VANCOUVER, B.C.
(SECTION 1)

(See page 82)



LARGE LUMBER MILLS AT VANCOUVER, B.C.
(SECTION 2)

(See page 82)



country unfolded as in a panorama for miles and miles. The Potomac River glinted in the bright sun of August like a thread of silver till it was lost in the distance.

From Washington we made our way to New York, that city of tall buildings, known in the picturesque language of America as sky-scrapers. One of these structures, the Park Row Buildings, is thirty-two stories high. These lofty structures are built of steel frames covered with cement slabs. Iron plays a great part in the construction of buildings in New York, and in Chicago too, for that matter. In both these cities space is very valuable, and it is in this way that the architect has solved the problem of packing a number of people in a comparatively limited area. Iron as a building material has the advantage, of cheapness, and no doubt, in constructing a sky-scraper, it affords a surer basis, or one might say stronger skeleton, than almost any other material. The speed with which one of these colossal structures can be run up is only eclipsed by the startling celerity with which they can occasionally collapse, when the work has

been scamped. But unsound building work is to be found in other lands than America. Hotels run large in New York, as might be expected, and some of the so-called apartment houses are often very liberal in their accommodation; one of them is said to be capable of holding 7,500 persons, or more people than are to be found in some towns.

A distinctive feature of New York is the elevated railways, so called because they run down the centre of the streets elevated on iron pillars. They are unsightly structures, and it is quite conceivable that the grumbles of house-owners respecting the deterioration of the property along which they pass are more or less justified. On the other hand they have certainly solved the difficult problem of relieving the congested streets of New York by running a railway through them at a minimum interference with traffic.

The sights of New York are endless. The colossal statue of Liberty, by Bartholdi, which was presented to the city a quarter of a century ago or rather more, was intended



CHINESE QUARTERS AT THE SALMON-CANNING TOWN OF STEVENSTON, NEAR VANCOUVER, B.C.

(See page 83)



to serve as a beacon, and is a prominent landmark.

Whatever may have been alleged against the municipal administration of this city in former days, it must be confessed that the streets of the New York of to-day are very well kept; in this respect the New Yorkers are much better off than the Chicagoans. During my stay in New York many streets were up, as we say in London, but offensive odours were fortunately conspicuous by their absence. The coal consumed in this city is much cleaner stuff than that habitually used in Chicago, and this of course makes it easier to keep the place bright and clean.

Our arrival in New York coincided with the yacht races for the America Cup, which Sir Thomas Lipton was gallantly trying to bring back to its native land. We witnessed the race on August 25th, when *Shamrock III.* was defeated by 1 min. 9 sec.

No visitor to New York should omit, if time allow, a sail round Manhattan Island; but I would recommend tourists to choose their boat. The vessel in which our party took a trip—it was on one of the yacht-race

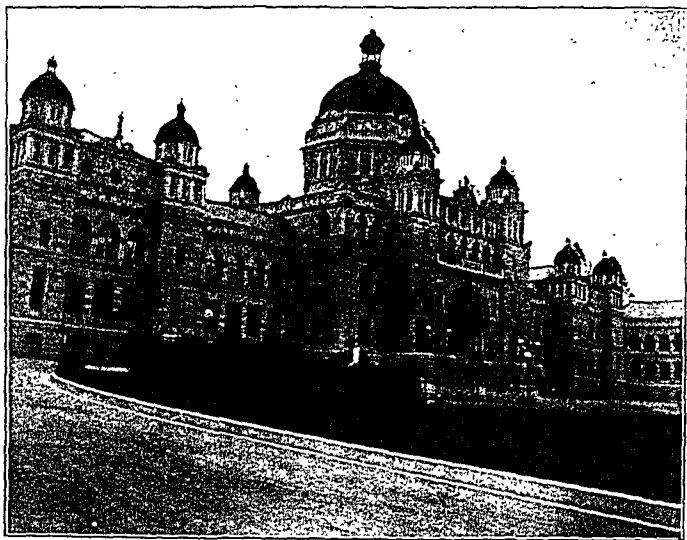
days—was registered to carry 300 passengers, or thereabouts. The day we were on board she carried 120 or less, but even so the vessel appeared overladen. Though it was a very calm day she kept heeling over, and on one occasion, when a larger vessel was passing close to her, she all but turned turtle. One lurch threw every passenger out of his or her seat, and sent the chairs spinning round the deck in a kind of crazy dance. If that boat had capsized, her passengers would have had the poorest chance of escape. Even the strongest swimmer would have had all his work cut out to get free from the canvas awning that was stretched over the deck. The agent of the company to which this boat belonged was on board. I think he had a shrewd idea as to her sea-going capacity, as, whenever the boat gave a lurch, he begged the people not to crowd to one side if they wanted to avoid a serious accident. Such a craft as this ought not to be afloat, but should be broken up.

At New York I completed my Western pilgrimage, and shall not inflict upon my readers any stereotyped details of the home-

ward passage. But before saying good-bye to the lands in which I spent some months so pleasantly and profitably, and in which I was most hospitably received, it may not be out of the way to record a few impressions of everyday life in Canada and the United States.

Speaking broadly, there is not much difference between the manners and customs of Canadians and Americans. Both peoples have been moulded by the conditions under which they live; both Canadians and Americans have the buoyant and sanguine temperament which one would expect to find in new lands of vast extent and almost unlimited capacity for producing so many valuable commodities. Both in the States and in Canada, but especially in the latter country, there are very comfortable fortunes awaiting the right men to come and claim them. As things are, Canada offers the best field for those who would grow wheat, or go in for mixed farming, because, as already remarked, and this cannot be too strongly impressed upon the attention of Britons, Canada now stands in much the same position as that

occupied by the United States a generation ago. She is waiting to be filled up. A little more intercourse with his brothers and cousins on the other side of the Atlantic will quickly convince the British visitor that while he has warm-hearted brothers in Canada, his American cousins are actuated by no unkindly feeling towards him. There was, not so many years ago, and it is no use blinking the fact, a certain amount of cold dislike of John Bull (the American journalist's description of England) rife in the States, but this has now almost entirely vanished. It was a relic of the War of Independence, which left an indescribably bitter memory behind it. Further misunderstandings arose during the War of Secession. Such bad feeling as existed was sedulously kept alive by certain politicians. For many years the Irish vote was a most important factor in American politics; to-day it has less weight, though even now it must be reckoned with. But the outburst of sympathy with our American kinsmen which their war with Spain evoked some six years ago shattered at one stroke the whole fabric of anti-English



PROVINCIAL PARLIAMENTARY BUILDINGS, VICTORIA, BRITISH COLUMBIA
(See page 83)



DESTRUCTION BY FIRE OF LARGE LUMBER MILLS AT HARRISON RIVER,
BRITISH COLUMBIA
(See page 85)



prejudice in the States, and the scattered pieces are being rapidly swept away into the dust-heap of dead-and-gone prejudices.

What we Britishers (to use a Yankee word) want is to know both Canada and America better. Cecil Rhodes, great man and master Empire builder as he was, provided in his will for scholarships to enable British, Colonial, and American students to enjoy the advantages of a university education. That was his specific for welding together the widely scattered branches of the Anglo-Saxon race. I would suggest that this idea, excellent as it is, might be extended and improved on by Great Britain and the United States each appropriating an annual grant for taking deserving young men, say from sixteen to twenty-five, who had passed certain examinations, on an educational tour through their cousins' lands, of course under competent guidance. We have much to learn from our American cousins and Canadian brothers, and they too have something to learn from us. Here would be a practical and, I believe, sure way of drawing still closer the bonds of Anglo-Saxon brotherhood, which one can-

not help thinking is essential *to the welfare and ultimate peace of the civilised world.* The mere suggestion of a war between America and England seems too horrible to contemplate, and, apart from the fact that it would be a fratricidal war, neither country could afford it. The cessation of all business between the two countries would bring about such a universal demand on both sides for peace that it would be next to impossible for a state of war to exist. Let each country, then, rather hold out to the other the hand of friendship and maintain that better feeling which has been growing between them during the past six years.

To return to lighter topics, the Englishman who travels in either the United States or Canada will note some features of the daily board which are in marked contrast to the table customs of the Old Country. One thing is the universal use of iced water. No matter whether breakfast, lunch, dinner, or supper be on the table, the first object to be put on the board in warm weather is a glass of iced water. This taste for iced drink pervades all ranks and conditions ; and

in Canada, at any rate, nearly every working man, if he lives in a town, has his lump of ice brought round to the door, for which he pays about a dollar (4s. 2d.) per month. A peculiar feature of the dinner-table on the other side of the Atlantic is the salt-box. The open salt-cellar is dispensed with, and that necessary condiment is scattered through a dredge, like pepper in this country. This is certainly a cleaner way of "salting" than our use of open pans, but it has its drawbacks when the salt happens to be damp, or when the box is filled with coarse-grained salt.

Fruit, one of the best gifts of mother earth, makes a brave show on the table. Peaches, pears, and apples are in much evidence. Both in Canada and in the United States I saw the largest and finest peaches I can remember anywhere; they are raised, I believe, in California. The finest apples I ever tasted were grown in Ontario, Canada. Their flavour, I believe, is not to be surpassed anywhere in the world.

A good deal has been said about railway travelling on the other side of the Atlantic.

Railway carriages in the United States and in Canada are built on much the same plan. The so-called first class carriage in America is something like our second class, but is less comfortable, to my way of thinking. The seats are placed all along the car (which is not divided into compartments), much after the style of those on the top of a London omnibus, only that they are cushioned. These seats are usually pretty well filled. Taken all round, these first class cars are not superior to our good third class carriages on such lines as the London and North Western, the Midland, or the Great Northern and our other best systems. The traveller who is not satisfied with this so-styled first class accommodation, can enjoy the superior comforts of what is known as the parlour car, by paying for them. When going a long journey, you may engage a sleeping berth in a Pullman car. Now this mode of travelling is luxurious in the extreme, and is superior to the English Pullman, as there is much more room, the cars being much wider. For this an extra rate is charged. American men of business are very fond of night

travelling, because they save daytime, which is precious in America. A traveller in the States is apt to calculate his distance, say, from New York to Minneapolis at so many "night runs." If he were to take a straight run to Minneapolis from New York, he would be about two days in the cars, but if he has customers to work up at intermediate centres, he endeavours to get from one stopping-place to another by night journeys, because he can then go to sleep in his berth, and start on his business first thing in the morning. This is the life of a hustling traveller in the United States. It is not a comfortable existence, but distances in that country are great and have to be got over with the minimum waste of time.

I confess I was surprised not to find the electric light on any of the lines on which I travelled either in the United States or in Canada. The Canadian Pacific Railway certainly had electric lamps fitted in their trains, but I never saw them in use. The oil lamps used on these railways have the disagreeable effect of making the sleeping cars very hot and stuffy after they have been

alight for a while. To anyone accustomed to travel on railways in this country, where the electric light is now so common an object, it seems strange to find young and progressive lands like Canada and the United States still using these obsolete oil lamps.

HINTS TO INTENDING SETTLERS IN CANADA.

Those most suitable for colonists are farmers and others who prefer an outdoor occupation to a sedentary one, agricultural and all kinds of labourers.

Neither clerks nor mechanics appear in great demand, and such should be prepared, if necessary, to take up any kind of employment.

Farmers with capital should place it in a bank until they become accustomed to the country; they will be able to get a fair interest on deposit; meanwhile, those who are entering on farms of their own should do so with just the necessary capital, and follow the method of farming practised by their Canadian neighbours. A better way

still is to obtain work for a year or more, with a Canadian farmer for preference.

Manitoba is essentially a wheat-growing province.

Eastern Assiniboia is a wheat and mixed farming district.

Western Assiniboia is a ranching district.

Southern Alberta is a ranching district, although there are some parts of this well adapted for mixed farming.

Northern Alberta is adapted for mixed farming and dairying, the Edmonton district being particularly noted for its oats.

As ranches require extensive tracts, they are generally located away from the more settled districts.

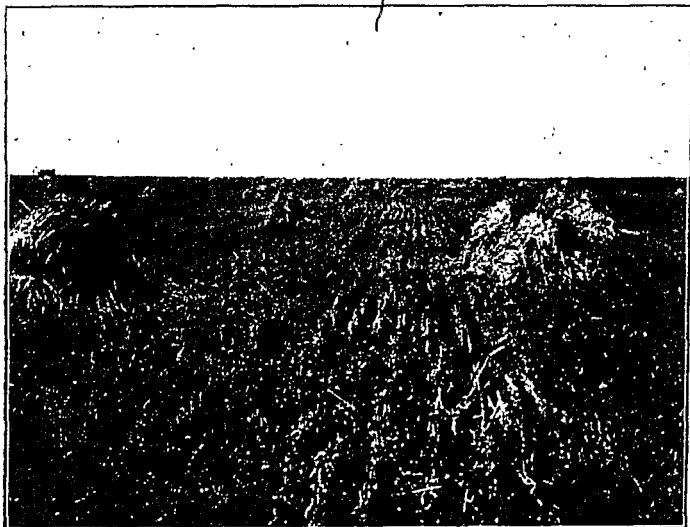
CHAPTER XII

Canada and its future—Some thoughts suggested by travel.

CANADA is admitted to be one of the brightest jewels in the British Crown, but if it is to be retained in its setting, the Mother Country, as I venture to submit, must carefully consider the present position and future prospects of this daughter.

The natural resources of the Dominion are immense, and have been briefly outlined in the notes of my journey through Canada. It is a land capable of growing enough wheat not merely to feed the United Kingdom, but sufficient to maintain a population of 150 to 200 millions, supposing the whole of the wheat-bearing area of the Dominion were under cultivation. The area of land in the Dominion suitable for wheat is estimated at 360,000,000 acres.* As for

* Some go further and claim they have 500,000,000 acres of fertile unoccupied land in Western Canada, but I will be satisfied with the lower estimate of 360,000,000 acres.



A FIELD OF BARLEY IN SHOCKS, MANITOBA

(See page 94)



A FARMHOUSE IN MANITOBA

HOPE FARM, NEAR MORRIS, BELONGING TO MR. W. MARTIN, OF WINNIPEG

(See page 95)



mineral wealth, the Dominion possesses extensive coalfields, and rich iron, copper, silver, and gold mines. All that is wanted is more capital and more population.

The Americans, as has already been shown, are keenly alive to the possibilities of Manitoba and the Canadian North-West as a wheat field. A large amount of American money is invested there, and more American money is being poured into Canada. Now Uncle Sam is not exactly the man to keep on sinking good money in a quagmire. Where he puts his dollars, there it is generally good enough for the man who has a little pelf, with plenty of health and strength, to pitch his tent and prosper.

Of course there may come what is termed in that land of rapid progress a "backset," such as occurred in Winnipeg and elsewhere some eighteen or twenty years ago. These fluctuations are as inevitable in the building up of a new country as the ebb and flow of the tides, but the trend of things in these great provinces of a great Empire is in the direction of expansion, of progress, of industrial development, and that movement cannot

be permanently stayed. A steady stream of emigration is pouring over and cultivating the soil of the Canadian North-West; as population grows, industries of all kinds spring up, whilst the output of old mines is increased and new mines are opened. Railway construction, a sure index of the rate at which the opening up of a new country is proceeding, progresses steadily and increasingly. Once again I may repeat that the Canadian North-West now stands at precisely the point where stood the Western States of America a generation since. Like causes produce like effects. The present greatness of the American North-West, with its vast prairies turned into smiling fields of corn, its busy cities, its great industries (including flour milling, which scatters millions of sacks of flour over the world), is entirely due to the possession of great natural resources intelligently "boomed" and exploited.

Canada has all the advantages which the United States had to offer settlers, at any rate as far as the growing of wheat is concerned. Moreover, Canada, though a new country, has the priceless advantage of a

stable government. Who ever heard of a lynching in Canada? In the roughest mining districts of the West the law is supreme; on the widespreading prairies of the North-West Territories one horseman is sufficient to maintain order as far as his glass can sweep the horizon; he is a member of the North-West Mounted Police. This love of law and order is ingrained in true-born Canadians. It comes to them from their British ancestors; it is the heritage of an Old World civilisation. Good government, which is indispensable to the rapid and orderly progress of a new country, may be said to be endemic in Canada. The present head of the Dominion Government, Sir Wilfrid Laurier, has a world-wide fame. A French Canadian by birth, he is a staunch Imperialist, and said on a memorable occasion that, "were we severed from England we could not have more power and freedom than we have at the present time, and all thinking men with us have come to the conclusion that there is as much freedom, more power, more wealth, more happiness in union than in separation."

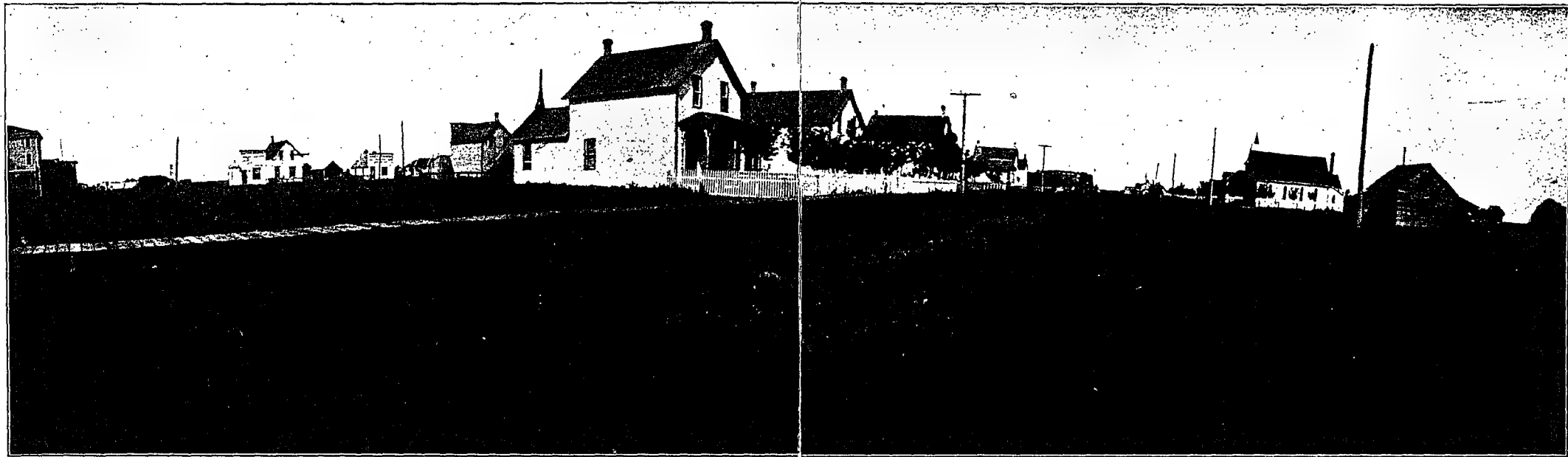
Sir Wilfrid Laurier is the head of the Liberal Party in Canada, and is personally more or less of a free trader. But he has to support protection in Canada, because under existing conditions any other economic system would in Canada be "unthinkable," to use a phrase of the late Herbert Spencer. The Canadians are strong believers in protection, which they regard as the sheet anchor of their industrial well-being. No doubt in the purely agricultural districts of the North - West there are farmers who grumble at the protection enjoyed by manufacturers in the Eastern Provinces, but these same men would strongly object to admit, free of duty, wheat from Minnesota. There is a strong feeling for protection in most young countries that are blessed with the raw material of industry, such as iron and cheap power. The idea is that no community can live purely by agriculture ; manufactures must be developed and encouraged, and it is argued that a duty which will assure the home market to the manufacturer is but a fair bonus on his enterprise and capital. The American tariff for revenue purposes only

has been stimulated by the argument that unless American manufacturers were adequately protected they would be undersold out of existence by British factories. Much the same view is taken in Canada, only there the United States manufacturer is the bug-bear. The late Sir John Macdonald, who was one of the fathers of protection in Canada, used to admit to British visitors that, from an economical point of view, protection was not justifiable in Canada. But, he argued, and so did many other Canadian statesmen of his generation, how was the Dominion to become an independent State if it tamely allowed the States to strangle its infant industries? To become a mere hewer of wood and drawer of water for the powerful Republic that was coterminous with its southern border would be, in his opinion, to invite annexation and absorption at no distant date. To-day Canadian industry is in a very different position from that in which Sir John and his political associates found it a quarter of a century ago. The capital invested in the industries of Eastern Canada must be reckoned by hundreds of

millions, at any rate of dollars. But the same arguments that held good in that day are as potent to-day, in fact more so, because, rapid as has been the expansion of Canadian industry, the American manufacturer, with his immense and growing home market, is relatively even stronger, as compared with his Canadian competitor, than he was in the eighties.

Of course no one would dream of contending that it is protection, and protection alone, which has made the United States the great hive of industry it is to-day. Great and almost unparalleled natural resources, a ceaseless stream of emigration from the congested lands of Europe have each and all helped to build up the stupendous fabric of prosperity now exhibited by the United States. But without the coping stone of protection even these rare advantages could not have been utilised to the full. To-day the United States, with a population double that of the United Kingdom, is practically free from the curse of pauperism.

It is generally maintained by British free traders that import duties, when levied on



MORRIS: A TYPICAL SETTLEMENT IN SOUTHERN MANITOBA

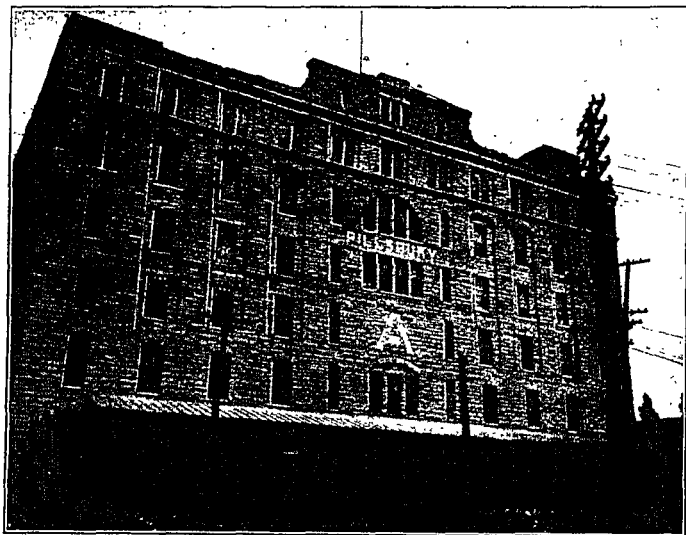
(See page 95)

any scale, have a tendency to make living outrageously dear; but I think this statement, at any rate if applied to the United States, is an outrageous exaggeration. As a matter of fact, there is little difference between the cost of living in "Protectionist" America and in "Free Trade" England—some articles are rather dearer, others cheaper. But there is another side to the question: wages are much higher in America, and the working man there has more profitable avenues for his energies than in this country.

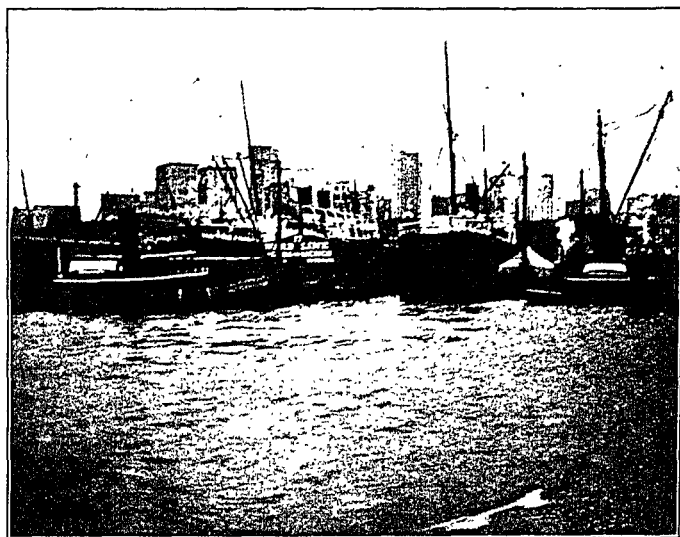
Returning to Canada, there we have a colony which is capable of the greatest development, and must in time become a second United States, but it lies with the Old Country to forward or retard this great destiny, to retain for ever or perhaps lose this precious gem of the British Crown. To begin with, the Old Country till now has not been sufficiently alive to the resources of the Dominion and to the rare opportunities it presents for the profitable employment of capital. We have allowed our American cousins to secure some of the best wheat

lands in Western Canada when we might just as well, and much better, have taken the work in hand ourselves, with British capital.

But now a great statesman, who has made the British Empire beyond the seas his chief study for some years, has stepped forward to preach a new gospel for the Empire. To develop its unparalleled resources he urges us to so modify our fiscal system as to place ourselves in a position to stimulate, if the opportunity arise, one or other of the more important natural products of Britain over the sea. As fate would have it, he drew his first inspiration from the case of Canada. Here we have a British Colony capable of growing enough wheat and producing enough meat to maintain a population of over 100,000,000, but to encourage and stimulate wheat culture there, we should, he urges, give our brothers in the Dominion some slight advantage over their competitors in the States, in Russia, and Argentina. A preferential tariff of one shilling a quarter, or even of two shillings a quarter, would hurt no one. To balance the slight rise that might possibly be felt in bread (though this



PILLSBURY "A" FLOUR MILL, THE LARGEST IN THE WORLD
(See page 104)



SOME OF THE NEW YORK SKY-SCRAPERS FROM THE HARBOUR
(See page 123)



rise is not certain) Mr. Chamberlain is willing to remit duty on tea and sugar. The cupboard of the British housewife would be therefore fully insured against any sensible rise in the cost of its contents. A slight rise *here* would be balanced by a slight drop *there*.

It is a pity the Imperial question has been made one of party. Mr. Chamberlain's opponents claim that the colonies do not ask for a preference nor do they offer anything in return. To this I reply by quoting an extract from the *Manitoba Free Press* of April 13th, 1904, as giving the Canadian feeling in the matter. Mr. Aimes, of Montreal, had recently been speaking in England, giving his own opinion on the question, when the *Manitoba Free Press* took the matter up as under :—

“Mr. Aimes holds no credentials entitling him to speak for Canada. The authorised spokesmen of the Canadian people, Sir Wilfrid Laurier and his colleagues, are on record in the Blue Book issued by the Imperial Government after the close of the Colonial Conference in 1902 as follows :—

“The Canadian Ministers stated that if

they could be assured that the Imperial Government would accept the principle of preferential trade generally, and particularly grant to the food products of Canada in the United Kingdom exemption from duties now levied or hereafter imposed, they (the Canadian Ministers) would be prepared to go further into the subject, and endeavour to give the British manufacturer some increased advantage over his foreign competitors in the markets in Canada. Meanwhile, the Canadian Ministers determined to present to the conference a resolution affirming the principle of preferential trade, and the desirability of its adoption by the Colonies generally, and also expressing the opinion of the Prime Ministers of the Colonies that His Majesty's Government should reciprocate by granting preferential terms to the products of the Colonies in the markets of the Mother Country. The Canadian Ministers desired to have it understood that they took this course with a strong hope and expectation that the principle of preferential trade would be more widely accepted by the Colonies, and the Mother Country.

would at an early date apply the same principle by exempting the products from the Colonies from customs duties.'

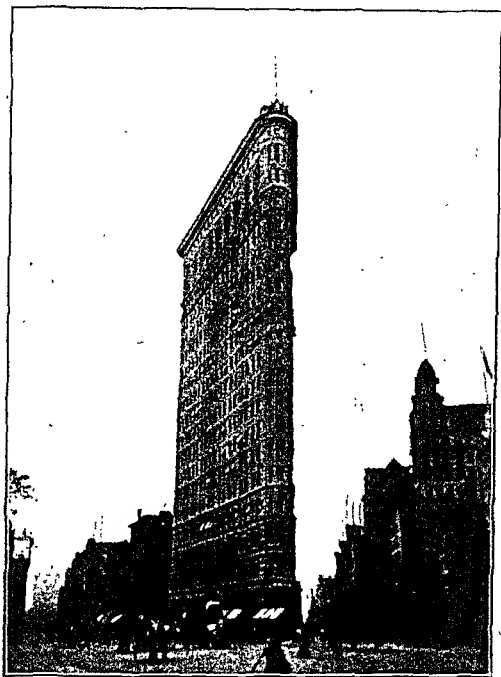
"In view of this plain, forcible, and straightforward offer by the Dominion Government of an increased preference on British goods, Mr. H. B. Aimes, of Montreal, Conservative candidate for the St. Antoine Division, is taking a good deal upon himself in announcing to the people of Great Britain that it is 'absolutely' impossible for Canada to grant any further preference."

But how would our wheat be supplied, and how would our great Colony of Canada fare? We require about 30,000,000 qrs. of wheat per annum, of which we grow some 8,000,000 qrs.; but this home supply could easily be doubled. Canada can send us another 6,000,000 qrs., which also could be doubled or even trebled inside ten years. This leaves us at the present time with 16,000,000 qrs. of foreign wheat on which duty would have to be paid. But that would be but for a few years. In the course of a few summers the productive capacity of Canada, stimulated by the slight preference accorded her, would

bring down the price of wheat, and bread would be cheaper than ever. Properly regarded, a preference of 2s. per quarter on wheat is nothing more than an insurance against future scarcity. The population of the world is growing, and the number of mouths to be filled with bread increases apace, faster, it is to be feared, than the culture of wheat in the older and more settled lands.

Two causes are now in operation to raise the value of wheat in the world's markets. First of all, the consumption of wheat is steadily increasing among populations that formerly lived on rice and other less nourishing foods than wheat. India is one case in point; Japan is another. Again, the mere growth of population in the United States must in time, probably in another decade, very considerably reduce the exporting power of the States, so far as wheat and flour are concerned.

Another point of capital importance in the price-of-bread problem is the growing reluctance of farmers in either new or old lands to grow wheat at the existing level of



THE FLAT-IRON BUILDING, NEW YORK
(See page 123)



value. It is a fact which cannot be explained away, that within the last few years a large quantity of land has been withdrawn from wheat cultivation in Minnesota and the two Dakotas alone. This is because North-West American farmers have found other crops more profitable. For years past farmers in the United States have set their hearts on dollar wheat, by which they mean wheat at one dollar per bushel, or about 33s. 4d. per quarter of 480 lbs. As things are, it looks as if this dream might be realised before very long. I am not particularly referring to the fact that a dollar for cash or spot wheat has been recently exceeded at several centres of the American wheat trade. That might or might not be an isolated movement. But people in this country must clearly understand that American farmers are no longer in the helpless condition in which they stood ten years ago. Mortgages have, to a great extent, been cleared off, and the Western farmer in particular has now got his head well above water, and is not at all disposed to over-produce wheat just because it is handy to turn

quickly into cash, and everything points to the conclusion that unless we can make it worth the while of Canada to take up wheat culture on a large scale, we may look forward to a further and permanent rise in the value of wheat before many more harvests have been gathered.

FINIS

PLYMOUTH
WILLIAM BRENDON AND SON
- PRINTERS

